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OPNAVINST 4790.2E W/CH-1 INC.

THE NAVAL AVIATION MAINTENANCE PROGRAM (NAMP)

VOLUME V

MAINTENANCE DATA SYSTEMS

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON D.C.

1 JANUARY 1989

D 207.6/2:

RECORD OF CHANGES

CHANGE NO.	DATE	TITLE OR BRIEF DESCRIPTION	ENTERED BY
CH-1	1 MAR 91	VOL V CH-1	NAMO

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

OPNAVINST 4790.2E Vol V CH-1
OP-514
26 FEB 1990

OPNAV INSTRUCTION 4790.2E, VOLUME V CHANGE TRANSMITTAL 1

From: Chief of Naval Operations

Subj: THE NAVAL AVIATION MAINTENANCE PROGRAM (NAMP)

Encl: (1) Highlights of NAMP Change 1 to Volume V
(2) Change Entry Procedures
(3) Volume V List of Effective Pages

1. Purpose. To distribute Change 1 to Volume V of OPNAVINST 4790.2E.

2. Discussion. A brief summary of the changes in this volume is contained in enclosure (1). The procedures for entering this change are in enclosure (2). Enclosure (3) contains a list of effective pages.

3. Implementation. Unless otherwise directed, this change becomes effective 1 June 1990 and is to be implemented on that date.

4. Action.

a. Remove and insert pages in accordance with enclosure (2).

b. Annotate the Record of Changes page to indicate incorporation of Change 1.

D. N. ROGERS
By direction

Distribution:
(Same as basic instruction)

Stocked:
CO, NAVAVNMAINTOFF (Code 231)
Naval Air Station
Patuxent River, MD 20670-5446

NAMP

VOLUME V

Highlights

OPNAVINST 4790.2E 1 January 1989

Distribute to all Maintenance and Supply Personnel

The Naval Aviation Maintenance Program (NAMP) Instruction (OPNAVINST 4790.2E) Volume V is a new volume containing the Maintenance Data System (MDS) information from Volumes II and III of OPNAVINST 4790.2D. This volume contains the following highlights:

Chapter 1 - Introduction and Guide for Using the Naval Aviation Maintenance Instruction

Chapter 2 - Introduction to the Maintenance Data System

1. Revises alpha/numeric job control number (JCN) structure.

Chapter 3 - Maintenance Data System Reports

1. Establishes a column on the MDR-9 (Repair Cycle Data Report) to account for actual intermediate maintenance activity (IMA) turnaround time (TAT).

Chapter 4 - Maintenance Data System Analysis

Chapter 5 - Organizational Level Maintenance Data System Functions and Responsibilities

1. Replaces *up* and *down* boxes on the VIDS/MAF with opposing arrows that are circled to indicate equipment status.

2. Adds the requirement for miscellaneous equipment status to be tracked on the maintenance control Visual Information Display System (VIDS) board.

3. Requires all fix phase mission essential subsystem matrix (MESM) coded discrepancies to be filed in the aircraft discrepancy book.

Chapter 6 - Organizational Level Maintenance Source Document Procedures

1. Requires the use of Support Action Code 040 series to document aircraft and support equipment cleaning operations. Requires the use of Work Unit Code 030000__ on the VIDS/MAF to document corrosion inspections.

2. Authorizes local reproduction of the upper portion of the VIDS/MAF to provide additional space in the Accumulated Work Hours, Accumulated AWM Hours, or (H-Z) Failed/Required Material blocks.

3. Adds the requirement for block A69 (meter) of the VIDS/MAF to be completed when the type equipment code for on-equipment work is G, H, or S.

4. Provides specific conditions that must exist before Subsystem Capability and Impact Reporting (SCIR) will be documented for conditional inspections.

5. Requires the use of When Discovered Code O for all portions of look phase maintenance requirements cards (MRC) requirements on the VIDS/MAF work request.

6. Adds the requirement for the JCN assigned to a primary maintenance action to also be used on related facilitate other maintenance action VIDS/MAFs.

7. Requires aircrewman identification number to be entered on the VIDS/MAF when documenting technical directive compliance on survival equipment.

8. Provides maintenance documentation procedures for airborne auxiliary power units (APUs).

9. Adds the requirement for the support equipment serial number to be entered on the support action form (SAF) when documenting support actions involving corrosion control.

10. Authorizes the use of quality assurance (QA) stamps in place of initials.

Chapter 7 - Organizational Level Naval Aviation Logistics Command Management Information System

1. This chapter was intentionally left blank for future use for Naval Aviation Logistics Command Management Information System (NALCOMIS) documentation procedures.

Chapter 8 - Intermediate Level Maintenance Data System Functions and Responsibilities

1. Revises alpha/numeric JCN structure.

2. Clarifies procedures for VIDS/MAF processing of on-equipment work at the IMA.

3. Changes green and blue visual information display system (VIDS) signal tab meaning.

4. Adds the requirement for the hard copy of the appropriate two part material condition tag to be attached to a component that has been processed through the work center.

Chapter 9 - Intermediate Level Maintenance Source Document Procedures

1. Requires the use of Support Action Code 040 series to document support equipment cleaning operations. Requires the use of Work Unit Code 030000__ on the VIDS/MAF to document corrosion inspections.

2. Authorizes the use of quality assurance (QA) stamps in place of initials.

3. Authorizes local reproduction of the upper portion of the VIDS/MAF to provide additional space in the Accumulated Work Hours, Accumulated AWM Hours, or (H-Z) Failed/Required Material blocks.

4. Adds the requirement for VIDS/MAF block A69 to be completed when the type equipment code for on-equipment work begins with G, H, or S.

5. Adds the requirement for the JCN assigned to a primary maintenance action to also be used on related facilitate other maintenance action VIDS/MAFs.

6. Requires the use of Transaction Code 11 for nondestructive inspection (NDI) assists.

7. Authorizes the use of Action Taken Code A and Malfunction Codes 570 - 579 when no defects are found during NDI.

8. Adds the requirement for all depot level repairables to be installed on weapons replaceable assemblies/shop replaceable assemblies (WRAs/SRAs) prior to BCM/offload.

9. Provides documentation procedures for close-out VIDS/MAFs of WRAs missing field level repairables.

10. Provides maintenance documentation procedures for APUs and support equipment gas turbine engines (SEGTEs).

11. Revises documentation procedures for on-equipment work performed at the IMA.

Chapter 10 - Intermediate Level Naval Aviation Logistics Command Management Information System

1. This chapter was intentionally left blank for future use for NALCOMIS documentation procedures.

Appendix A - Acronyms and Abbreviations

1. Contains a general update of acronyms and abbreviations.

Appendix B - Forms and Reports

1. Revises the forms listed below. Previous editions may be used until supply is exhausted.

OPNAV 4790/51 (REV. 8-88), SE Custody and Maintenance History Record
NSN 0107-LF-003-3900

OPNAV 4790/60 (REV. 5-88), VIDS/MAF
NSN 0107-LF-002-5900

OPNAV 4790/64 (REV. 5-88), Support Equipment Transaction Report
NSN 0107-LF-001-6600

OPNAV 4790/66 (REV. 5-88), Technical Publications Deficiency Report
NSN 0107-LF-002-4400

OPNAV 4790/139 (REV. 8-88), NDI Certification Record
NSN 0107-LF-003-2800

OPNAV 4790/142 (REV. 5-88), Structural Life Limits
NSN 0107-LF-002-6700

Appendix C - Definition of Terms

1. Has been revised and updated to reflect new information.

Appendix D - Work Center Codes

1. Revises Work Center 670 codes.

2. Assigns Work Center Code 740 to Airborne Mine Countermeasures Branch, with four work centers assigned.

Appendix E - Action Taken Codes

1. Authorizes the use of Action Taken Code F on assisting work center VIDS/MAFs.

Appendix G - Time/Cycle Prefix Codes

1. Modifies method of reporting date of manufacture and date placed into service for Time/Cycle Prefix Codes G and H.

Appendix H - Type Maintenance Codes

1. Requires turnaround and preflight inspections to be documented as Type Maintenance Code D. Deletes postoperational inspections from Type Maintenance Code D.

Appendix I - Malfunction Description Codes

1. Adds Malfunction Description Code 110 to document things falling off aircraft.

2. Revises Malfunction Description Codes 570 through 579 to document items passing or failing NDI.

Appendix M - Special Inspection Work Unit Codes, Seventh Position Matrix

1. Modifies the method used to determine the seventh position of special inspection work unit codes.

Appendix O - Support Action Codes

1. Deletes postoperational inspections from Support Action Code 031.

2. Requires corrosion inspections to be documented using Support Action Code 030 series.

Appendix Q - Type Equipment Codes

1. Adds Type Equipment Code P series for identifying APUs and SEGTEs.

Appendix R - When Discovered Codes

1. Extends use of When Discovered Code R to both scheduled and unscheduled QA inspections.

2. Authorizes the use of When Discovered Codes J, L and O for missile, missile target, and target engine maintenance documentation.

General

1. Includes corrections to OPNAVINST 4790.2D.

NAMP

VOLUME V

Highlights

Change One

Distribute to all Maintenance and Supply Personnel

Change One to the Naval Aviation Maintenance Program (NAMP) Instruction (OPNAVINST 4790.2E) will have change indicators {A}, {D}, and {R} placed within the text indicating the specific action taken. {A} indicates information has been added, {D} indicates a deletion, and {R} indicates a revision to that section. The affected section of the text will be underlined. This change incorporates the requirements of interim change two previously issued by CNO Washington DC 302039Z Jan 90. The following are Change One highlights:

Chapter 2 - Introduction to the Maintenance Data System

1. Revises the definition of end item.

Chapter 5 - Organizational Level Maintenance Data System Functions and Responsibilities

1. Provides VIDS/MAF document flow for activities using the Enhanced Comprehensive Asset Management System (ECAMS).

2. Provides revised Naval Aircraft Flight Record (NAVFLIRS) routing procedures for activities using ECAMS.

Chapter 6 - Organizational Level Maintenance Source Document Procedures

1. Revises O-level battery documentation procedures and requires that batteries removed for check, test, service, or repair be removed and replaced on a VIDS/MAF and turned in on a repairable turn-in VIDS/MAF.

2. Adds documentation procedures and a VIDS/MAF example for removal and replacement of repairable components during on-equipment repair.

3. Revises VIDS/MAF Work Request procedures to indicate that batteries removed for check, test, and service will be turned in on a repairable turn-in VIDS/MAF vice a VIDS/MAF Work Request.

4. Adds information describing documentation procedures for combined airframe and engine special inspections.

5. Adds three VIDS/MAF documentation examples and corresponding text to describe procedures for documenting combined airframe and engine special inspections.

6. Specifies that SCIR will be documented on assisting work center VIDS/MAFs only when the work unit code is different from that used by the primary work center.

7. Requires all maintenance actions with accumulated man-hours to be closed out when an aircraft is transferred or stricken.

8. Requires all outstanding maintenance actions to be reinitiated by the receiving activity when an aircraft is gained. The Julian date and time as recorded on the aircraft inventory gain VIDS/MAF will be used as the received date and time on all reinitiated VIDS/MAFs.

9. Requires submission of an individual VIDS/MAF to document the removal and replacement of each aircraft cartridge, cartridge actuated device or aircrew escape propulsion system device.

10. Provides documentation procedures for local manufacture actions at organizational level maintenance.

Chapter 8 - Intermediate Level Maintenance Data System Functions and Responsibilities

1. Provides VIDS/MAF document flow for activities using the Enhanced Comprehensive Asset Management System (ECAMS).

Chapter 9 - Intermediate Level Maintenance Source Document Procedures

1. Adds VIDS/MAF documentation procedures for I-level processing of batteries turned in for check, test, and service.

2. Adds equipment, such as drill presses, grinders, lathes, sewing machines, and welders, to the definition of SE.

Appendix A - Acronyms and Abbreviations

1. Includes an update of acronyms and abbreviations affected by this change.

Appendix C - Definition of Terms

1. Revises the definitions of end article and end item.

2. Revises the definition of a conditional inspection to include circumstances or events which create an administrative requirement for an inspection.

3. Adds a definition for ECAMS.

Appendix D - Work Center Codes

1. Adds work center code 41W for the F110 Engine Shop.

2. Adds work center code 71E for the Tow Reel Repair Shop.

3. Adds work center code 92D for the SE Corrosion Control Branch.

Appendix E - Action Taken Codes

1. Moves engineering investigation exhibit, required SRC data unknown and cannot be determined, and item under warranty, from BCM-1 to BCM-8.

Appendix G - Time/Cycle Prefix Codes

1. Revises Time/Cycle Prefix Code H to include open date or propellant manufacture date for cartridges, cartridge actuated devices, and aircrew escape propulsion systems.

Appendix H - Type Maintenance Codes

1. Clarifies the definitions of Type Maintenance Codes D, K, M, and N in relation to combined airframe and engine special inspections.

2. Revises Type Maintenance Code L to include intra-activity support VIDS/MAFs.

Appendix I - Malfunction Description Codes

1. Establishes Malfunction Code 302 for foreign objects.

Appendix O - Support Action Codes

1. Revises Support Action Codes 050, 080, and 090 to allow their use as a work unit code on intra-activity support VIDS/MAFs.

Appendix Q - Type Equipment Codes

1. Requires equipment assigned G, H, and S series type equipment codes to be repairable and able to perform their intended function independently.

General

1. Includes corrections to OPNAVINST 4790.2E.

CHANGE ENTRY PROCEDURES

Remove or replace existing pages with new, revised, or reprinted pages and annotate Record of Changes page as appropriate.

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Enclosure (2)	Enclosure (2)
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APPENDIX F	APPENDIX F
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APPENDIX G	APPENDIX G
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Note: Highlights (Enclosure (1)) may be retained if desired.

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6-180	0	9-viii	1	9-58	0	9-117	0	9-176	0	9-235	0
6-181	0	9-ix	1	9-59	0	9-118	0	9-177	0	9-236	0
6-182	0	9-1	0	9-60	0	9-119	0	9-178	0	9-237	0
6-183	0	9-2	0	9-61	0	9-120	0	9-179	0	9-238	0
6-184	0	9-3	0	9-62	0	9-121	0	9-180	0	9-239	0
6-185	0	9-4	0	9-63	0	9-122	0	9-181	0	9-240	0
6-186	0	9-5	0	9-64	0	9-123	0	9-182	0	9-241	0
6-187	0	9-6	0	9-65	0	9-124	0	9-183	0	9-242	0
6-188	0	9-7	0	9-66	0	9-125	0	9-184	0	9-243	0
6-189	0	9-8	0	9-67	0	9-126	0	9-185	0	9-244	0
6-190	0	9-9	0	9-68	0	9-127	0	9-186	0	9-245	0
6-191	0	9-10	0	9-69	0	9-128	0	9-187	0	9-246	0
6-192	0	9-11	0	9-70	0	9-129	0	9-188	0	9-247	0
6-193	0	9-12	0	9-71	0	9-130	0	9-189	0	9-248	0
6-194	0	9-13	0	9-72	0	9-131	0	9-190	0	9-249	0
6-195	0	9-14	0	9-73	0	9-132	0	9-191	0	9-250	0
6-196	0	9-15	0	9-74	0	9-133	0	9-192	0	9-251	0
6-197	0	9-16	0	9-75	0	9-134	0	9-193	0	9-252	0
6-198	0	9-17	1	9-76	0	9-135	0	9-194	0	9-253	0
6-199	0	9-18	1	9-77	0	9-136	0	9-195	0	9-254	0
6-200	0	9-19	0	9-78	0	9-137	0	9-196	0	9-255	0
6-201	0	9-20	0	9-79	0	9-138	0	9-197	0	9-256	0
6-202	0	9-21	0	9-80	0	9-139	0	9-198	0	9-257	0
6-203	0	9-22	0	9-81	0	9-140	0	9-199	0	9-258	0
6-204	0	9-23	0	9-82	0	9-141	0	9-200	0	9-259	0
6-205	1	9-24	0	9-83	0	9-142	0	9-201	0	9-260	0
6-206	0	9-25	0	9-84	0	9-143	0	9-202	0	9-261	0
6-207	0	9-26	0	9-85	0	9-144	1	9-203	0	9-262	0
7-i	0	9-27	0	9-86	0	9-145	0	9-204	0	9-263	0
7-1	0	9-28	0	9-87	0	9-146	0	9-205	0	9-264	0
8-i	1	9-29	0	9-88	0	9-147	0	9-206	0	9-265	0
8-1	0	9-30	0	9-89	0	9-148	0	9-207	0	9-266	0
8-2	0	9-31	0	9-90	0	9-149	0	9-208	0	9-267	0
8-3	0	9-32	0	9-91	0	9-150	0	9-209	0	9-268	0
8-4	0	9-33	0	9-92	0	9-151	0	9-210	0	9-269	0
8-5	0	9-34	1	9-93	0	9-152	0	9-211	0	9-270	0
8-6	1	9-35	0	9-94	0	9-153	0	9-212	0	9-271	0
8-7	0	9-36	0	9-95	0	9-154	0	9-213	0	9-272	0
8-8	0	9-37	0	9-96	0	9-155	0	9-214	0	9-273	0

LIST OF EFFECTIVE PAGES (CONTINUED)

Page No.	Change No.	Page No.	Change No.	Page No.	Change No.	Page No.	Change No.	Page No.	Change No.	Page No.	Change No.
9-274	0	9-299	0	B-3	0	C-21	0	I-4	0	R-3	0
9-275	0	9-300	0	B-4	0	C-22	0	I-5	1	R-4	0
9-276	0	9-301	0	B-5	0	C-23	0	I-6	0	S-1	0
9-277	0	9-302	0	B-6	0	C-24	0	I-7	0	S-2	0
9-278	0	9-303	0	B-7	0	C-25	0	J-1	0	S-3	0
9-279	0	9-304	0	C-1	0	C-26	0	K-1	0	T-1	1
9-280	0	9-305	0	C-2	1	C-27	0	K-2	0	T-2	1
9-281	0	9-308	0	C-3	1	C-28	1	L-1	1	T-3	1
9-282	0	9-307	0	C-4	0	C-29	0	L-2	1	T-4	1
9-283	0	9-308	0	C-5	0	C-30	0	M-1	0	T-5	1
9-284	0	9-309	0	C-6	0	D-1	1	N-1	0	T-6	1
9-285	0	9-310	0	C-7	1	D-2	1	O-1	0	T-7	1
9-286	0	9-311	0	C-8	1	D-3	1	O-2	1	T-8	1
9-287	0	9-312	0	C-9	0	D-4	0	O-3	1	T-9	1
9-288	0	9-313	0	C-10	0	E-1	1	P-1	0	T-10	1
9-289	0	10-i	0	C-11	1	E-2	1	P-2	1	T-11	1
9-290	0	10-1	0	C-12	0	E-3	0	P-3	0	T-12	1
9-291	0	A-i	1	C-13	0	F-1	1	Q-1	0	T-13	1
9-282	0	A-1	1	C-14	0	G-1	1	Q-2	1	T-14	1
9-293	0	A-2	1	C-15	0	G-2	1	Q-3	1	T-15	1
9-294	0	A-3	0	C-16	0	H-1	1	Q-4	1	T-16	1
9-295	0	A-4	0	C-17	0	H-2	1	Q-5	0		
9-296	0	A-5	0	C-18	0	I-1	1	Q-6	1		
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Maintenance Data System

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CHAPTER 1

Introduction and Guide for Using the Naval Aviation Maintenance Program Instruction

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CHAPTER 1

Introduction and Guide for Using the Naval Aviation Maintenance Program Instruction

1.1 Introduction. The NAMP is sponsored and directed by the Chief of Naval Operations (CNO). This volume addresses the Maintenance Data System (MDS).

1.2 How to Obtain Copies

1.2.1 Automatic Distribution. To receive revisions and changes to this instruction automatically, a unit must be established on the automatic distribution list maintained by the Naval Aviation Maintenance Office (NAMO) for CNO. To become established on the list or to change distribution requirements submit a letter, with justification, to the Naval Aviation Maintenance Office (NAVAVNMAINTOFF) (Code 231), Patuxent River, MD 20670-5446.

1.2.2 Additional Copies. Send a letter, with justification, to NAVAVNMAINTOFF (Code 231) for additional copies.

1.2.3 Internal Control and Distribution. Within Navy and Marine Corps aviation activities, this function is the responsibility of the Quality Assurance/Analysis Division Central Technical Publications Library.

1.3 Guide for Using the NAMP

1.3.1 This instruction is divided into six volumes as follows:

I. Concepts, Objectives, Policies, Organizations, and Responsibilities.

II. Organizational Level Maintenance.

III. Intermediate Level Maintenance.

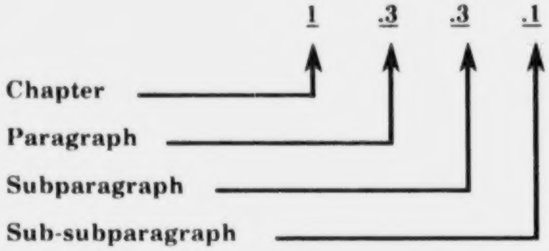
IV. Depot Level Maintenance.

V. Maintenance Data System.

VI. Data Processing Requirements.

1.3.2 Each volume is divided into chapters containing paragraphs of related information. Within each volume, chapters reflect segments of the maintenance organization.

1.3.3 Each paragraph is numbered with a unique decimal system. The first digit identifies the chapter; the second and subsequent decimals, the paragraph, subparagraph, and sub-subparagraphs.



1.3.4 When looking for a specific item of information, use the table of contents provided for each chapter which lists the paragraphs, subjects, and page numbers of material within that chapter.

1.3.5 Pages are numbered in a separate series for each chapter and appendix. The pages of each chapter are numbered in sequence and preceded by the chapter number, for example, the third page in Chapter 1 is numbered 1-3.

1.3.6 Illustrations are provided to clarify or amplify text, and are located near the text to which they apply. They are numbered the same as the page on which they appear within the chapter, for example, the first figure in Chapter 1 is on page 1-4 and is numbered Figure 1-4.

1.3.7 The last appendix of each volume is an alphabetical index for that volume.

1.3.8 If you cannot find it call NAMO, AUTOVON (R) 356-7909. A 24-hour answering service is available at AUTOVON 356-7906.

1.4 Procedures for Recommending and Submitting Changes and Corrections to, or Requesting Deviations from, the NAMP. All changes to this instruction are approved or disapproved by CNO (OP-51) after they have been reviewed and evaluated by the NAMP Policy Committee. NAMO is responsible for coordinating and managing these changes. The Navy Management Systems Support Office (NAVMASSO), as requested by NAMO, assists in processing changes and corrections affecting the MDS, including the Naval Aviation Logistic Command Management Information System (NALCOMIS).

1.5 Definitions

1.5.1 Interim Change. A change issued by message, to correct a procedure, policy, practice, or situation adversely affecting maintenance, aircraft/personnel safety, readiness, or a critical function in the NAMP.

1.5.2 Change. A modification to the existing policies or procedures of the NAMP, and indicated by "{**R**}" for a revision, "{**A**}" for an addition, or "{**D**}" for a deletion.

1.5.3 Correction. A modification in punctuation, grammar, capitalization, spelling, syntax, or tense; and typographical errors, word omissions, or ambiguities not affecting policies or procedures.

1.5.4 Deviation. A departure from policies, procedures, or responsibilities in the NAMP. Deviations are granted by CNO for a specific duration for a situation or set of circumstances not requiring a revision, addition, or deletion to the NAMP.

1.6 Submission of Recommendations/Requests

1.6.1 Interim Changes. Any individual or activity having knowledge of any situation, procedure, or policy that adversely affects critical functions in the NAMP shall report the information by naval message to NAVAVNMAINTOFF (Code 231) via the chain of command with an information copy to CNO.

1.6.2 Corrections. Recommendations to correct administrative discrepancies shall be submitted by naval letter directly to NAVAVNMAINTOFF (Code 231). Figure 1-4 is a sample correction recommendation letter.

1.6.3 Changes. Recommendations to change policies/procedures in the NAMP shall be submitted by naval letter to NAVAVNMAINTOFF (Code 231) via the chain of command. Figure 1-5 is a sample change recommendation letter.

1.6.4 Deviations. Requests to deviate from the NAMP shall be submitted by naval letter to CNO (OP-51) via the chain of command, with a copy to NAVAVNMAINTOFF (Code 231). Include NAVMASSO as "copy to" for all deviations affecting the MDS. Figure 1-6 is a sample deviation request letter.

1.7 Processing of Recommendations/Requests

1.7.1 Interim Changes. NAMO, upon receipt of a report identifying a situation, procedure, or policy that adversely impacts a critical function in the NAMP, performs research and liaison as required to verify or substantiate the report and develop, if warranted, an interim change for review by the NAMP Policy Committee if appropriate and release by CNO.

1.7.2 Changes

1.7.2.1 Upon receipt of a change recommendation and its forwarding endorsements NAMO reviews it, conducting liaison as necessary with the affected organizations. Change recommendations accepted for processing are then assigned a NAMP control number. Changes to Volumes I, II, III, IV, and V affecting software programming or report format/content have a suffix "P" added to the control number. NAVMASSO, as requested by NAMO, assists in reviewing these changes. Changes to computer software requiring a revision to Volume VI, but not affecting other volumes of this instruction or the functional process, such as documentation or analysis procedures, are processed as corrections.

1.7.2.2 NAMO will acknowledge receipt of all change recommendations to the originator.

1.7.2.3 Upon completion of the review, NAMO will either:

a. Return the change recommendation to the submitting activity via the endorsing activities for additional information/clarification or cancellation, as applicable; or

b. Forward the change recommendation, including any comments, modifications, or recommendations developed during the review process, to the NAMP Policy Committee, and other activities as appropriate, for review and comments.

1.7.2.4 Upon receipt of comments from the NAMP Policy Committee or other cognizant activities, NAMO shall prepare and submit a consolidated change proposal to CNO (OP-51) with recommendations as appropriate. NAVMASSO, as requested by NAMO, shall assist in preparing consolidated change proposals affecting the MDS.

1.7.2.5 Upon receipt of a consolidated change proposal, CNO (OP-51) shall evaluate and approve/disapprove it or, if required, refer it to the NAMP Policy or Working Committee for further review.

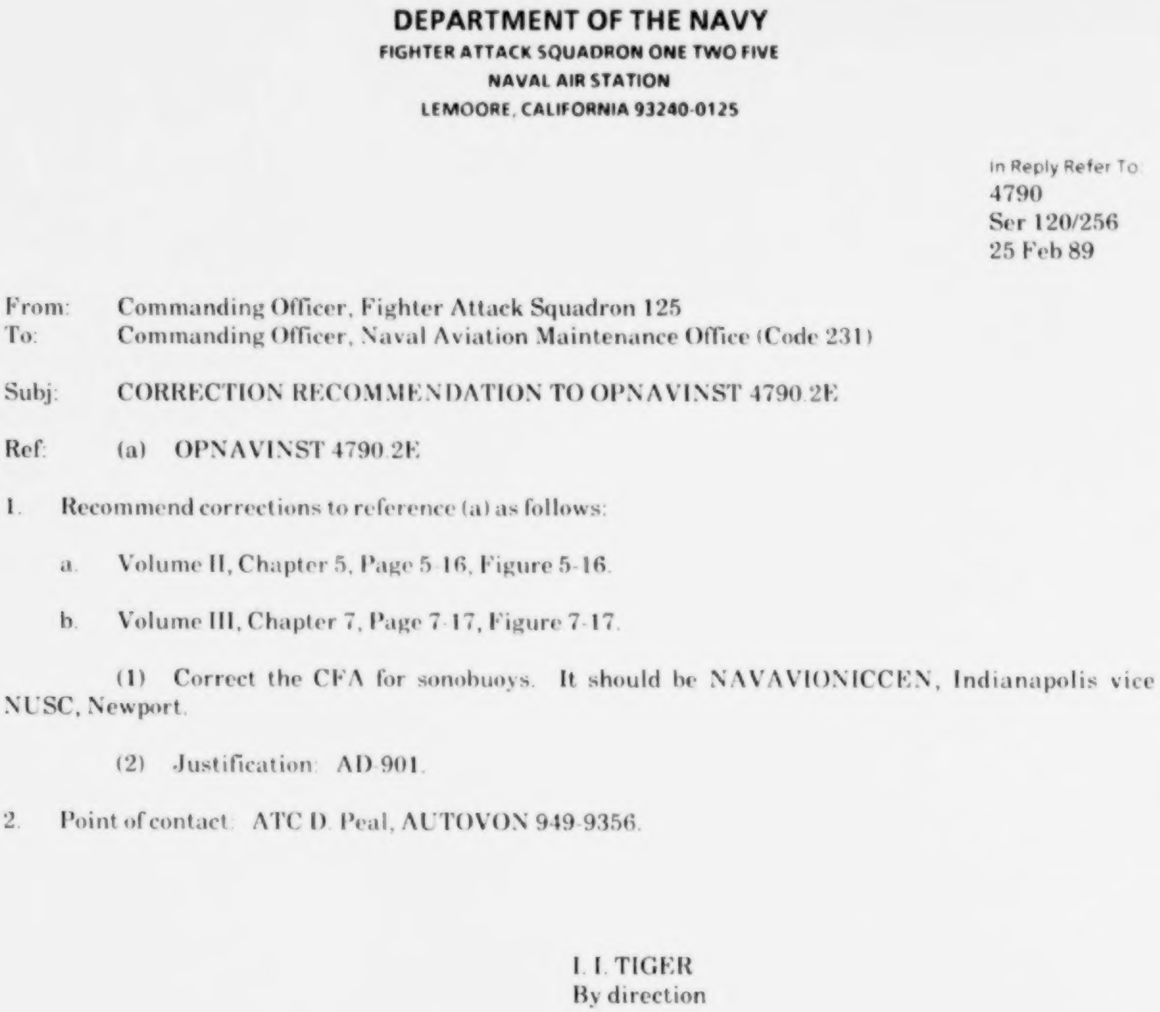
1.7.2.6 Upon final approval by CNO (OP-51), the change recommendation is returned to NAMO for inclusion in the next NAMP change package.

1.7.2.7 Changes requiring software modification/validation specification changes will be returned to NAVMASSO for development of a programming impact statement. This impact statement shall reflect time frames and the level of effort necessary to implement the change. NAMO shall, as required, meet with NAVMASSO and theNavy Maintenance Support Office to review and approve programming impact statements and develop a proposed implementation date.

1.7.2.8 Printing and distribution of change packages shall be coordinated by NAMO with the Office of the Chief of Naval Operations and the Naval Data Automation Command.

1.7.3 Corrections. NAMO, upon receipt of correspondence identifying a correction, will send a reply to the originator acknowledging receipt and status. Upon validation of the recommended correction, if there is no software impact, NAMO will incorporate it into a NAMP change package. Corrections with software impact will be coordinated with NAVMASSO.

1.7.4 Deviations. CNO, assisted by NAMO, will research and liaison as needed to verify/substantiate the need for requested deviations. Following this investigation CNO will approve/ disapprove the deviation request. Deviation requests which affect MDS will be verified by NAVMASSO.



DEPARTMENT OF THE NAVY
FIGHTER ATTACK SQUADRON ONE TWO FIVE
NAVAL AIR STATION
LEMOORE, CALIFORNIA 93240-0125

In Reply Refer To:
4790
Ser 120/256
25 Feb 89

From: Commanding Officer, Fighter Attack Squadron 125
To: Commanding Officer, Naval Aviation Maintenance Office (Code 231)

Subj: CORRECTION RECOMMENDATION TO OPNAVINST 4790.2E

Ref: (a) OPNAVINST 4790.2E

1. Recommend corrections to reference (a) as follows:

a. Volume II, Chapter 5, Page 5-16, Figure 5-16.

b. Volume III, Chapter 7, Page 7-17, Figure 7-17.

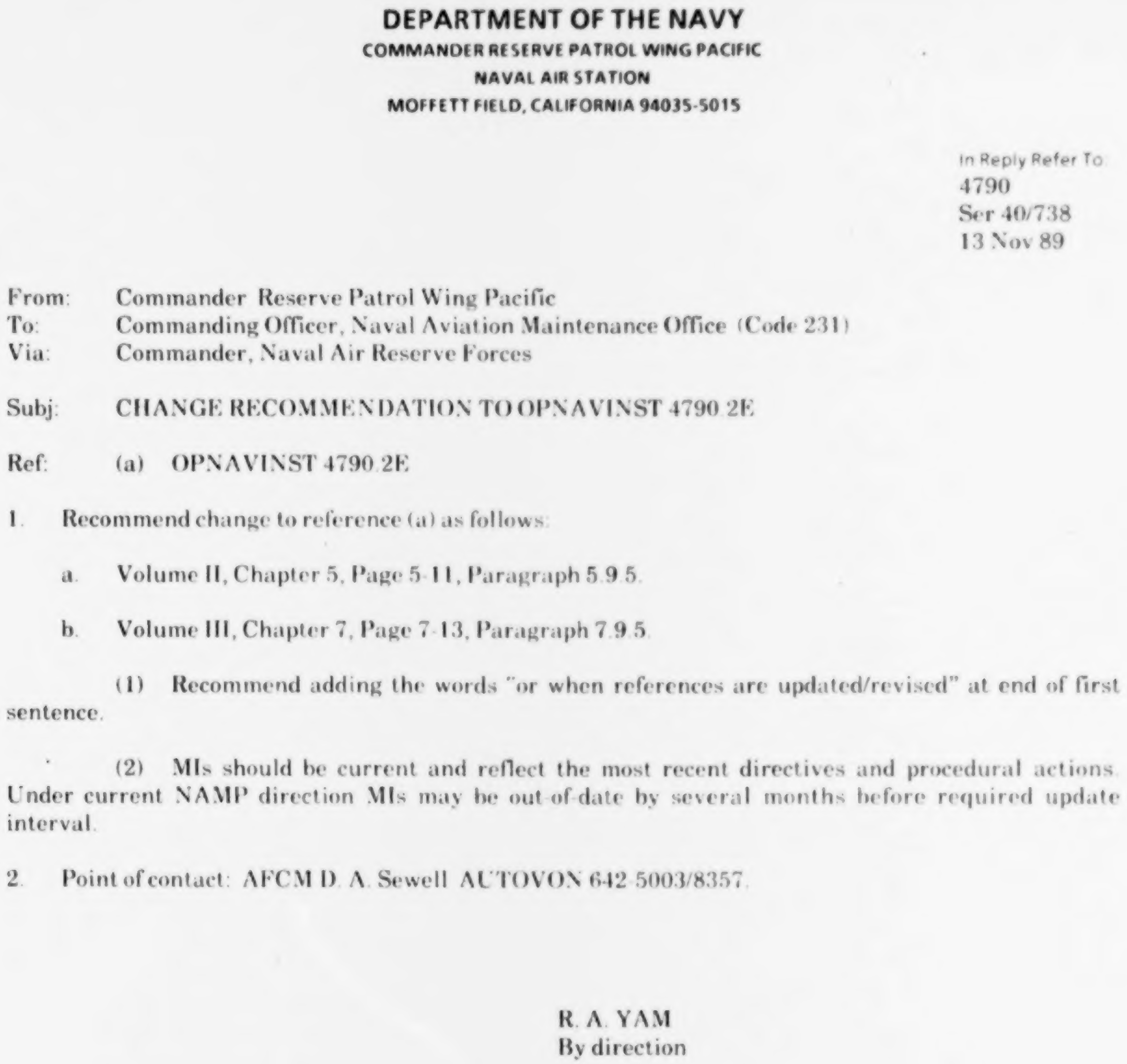
(1) Correct the CFA for sonobuoys. It should be NAVAVIONICCEN, Indianapolis vice NUSC, Newport.

(2) Justification: AD-901.

2. Point of contact: ATC D. Peal, AUTOVON 949-9356.

I. I. TIGER
By direction

Figure 1-4 Sample Correction Recommendation Letter



DEPARTMENT OF THE NAVY
COMMANDER RESERVE PATROL WING PACIFIC
NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA 94035-5015

In Reply Refer To
4790
Ser 40/738
13 Nov 89

From: Commander Reserve Patrol Wing Pacific
To: Commanding Officer, Naval Aviation Maintenance Office (Code 231)
Via: Commander, Naval Air Reserve Forces

Subj: CHANGE RECOMMENDATION TO OPNAVINST 4790.2E

Ref: (a) OPNAVINST 4790.2E

1. Recommend change to reference (a) as follows:

a. Volume II, Chapter 5, Page 5-11, Paragraph 5.9.5.

b. Volume III, Chapter 7, Page 7-13, Paragraph 7.9.5.

(1) Recommend adding the words "or when references are updated/revised" at end of first sentence.

(2) MIs should be current and reflect the most recent directives and procedural actions. Under current NAMP direction MIs may be out-of-date by several months before required update interval.

2. Point of contact: AFCM D. A. Sewell AUTOVON 642-5003/8357.

R. A. YAM
By direction

Figure 1-5 Sample Change Recommendation Letter

DEPARTMENT OF THE NAVY
NAVAL AIR STATION
CORPUS CHRISTI, TEXAS 78419-5100

In Reply Refer To:
4790
Ser 40/104
5 Apr 89

From: Commanding Officer, Naval Air Station Corpus Christi
To: Chief of Naval Operations (OP-51)
Via: (1) Commander, Training Air Wing FOUR (Code 41000)
(2) Chief of Naval Air Training (N-5)
(3) Chief of Naval Education and Training

Subj: DEVIATION FROM OPNAVINST 4790.2E

Ref: (a) OPNAVINST 4790.2E

Encl: (1) Block Diagram of Proposed Maintenance Reorganization

1. Request authority to deviate from the current maintenance organization outlined in reference (a). Naval Air Station Corpus Christi's proposed organization is shown in enclosure (1).

2. The requested change is necessitated by the anticipated replacement of the T-28 aircraft by contractor maintained T-34 aircraft. The proposed organization would consolidate all station aircraft maintenance functions and personnel under the Aircraft Intermediate Maintenance Department and would become effective upon transfer of the last T-28 aircraft from Naval Air Station Corpus Christi.

3. The deviation requested would provide the following intermediate maintenance support for assigned station aircraft: avionics maintenance (shop), engine buildup, prop buildup, hydraulic and structural component repair, wheel and tire buildup, aviators equipment inspection/repair, support equipment inspection/repair, and precision measuring equipment inspection/repair. Additionally, it would provide aviators equipment inspection/repair and selected support equipment inspection/repair for contractor maintained aircraft.

4. Point of contact: LCDR J. L. Welsh/LT J. R. Meadows, AUTOVON 861-2338/2339.

J. D. FUNDERBURK

Copy to:
NAVAVNMAINTOFF (Code 231)

Figure 1-6 Sample Deviation Request Letter

CHAPTER 2

Introduction to the Maintenance Data System

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CHAPTER 2

Introduction to the Maintenance Data System

2.1 Introduction

2.1.1 Purpose. This section describes the Maintenance Data System (MDS) and explains how it is used to document, analyze, and employ data for the management of aviation maintenance and material. The MDS was developed as an integral part of the Navy Maintenance and Material Management (3M) System and provides data input to the Naval Aviation Maintenance Program. This system furnishes data products which provide management tools for the efficient and economical management of maintenance organizations.

2.1.2 Scope. The 3M System is sponsored by the Chief of Naval Operations (CNO) and administered through the operating chain of command. Technical support is provided by the Navy Management Systems Support Office (NAVMASSO) and the Commander, Naval Air Systems Command. Figure 2-2 is a graphic display of the elements which make up the AV-3M System.

2.1.2.1 The MDS is a management information system designed to provide statistical data for use at all management levels relative to:

a. Equipment maintainability and reliability.

b. Equipment configuration, including alteration and technical directive (TD) status.

c. Equipment mission capability and utilization.

d. Material usage.

e. Material nonavailability.

f. Maintenance and material processing times.

g. Weapon system and maintenance material costing.

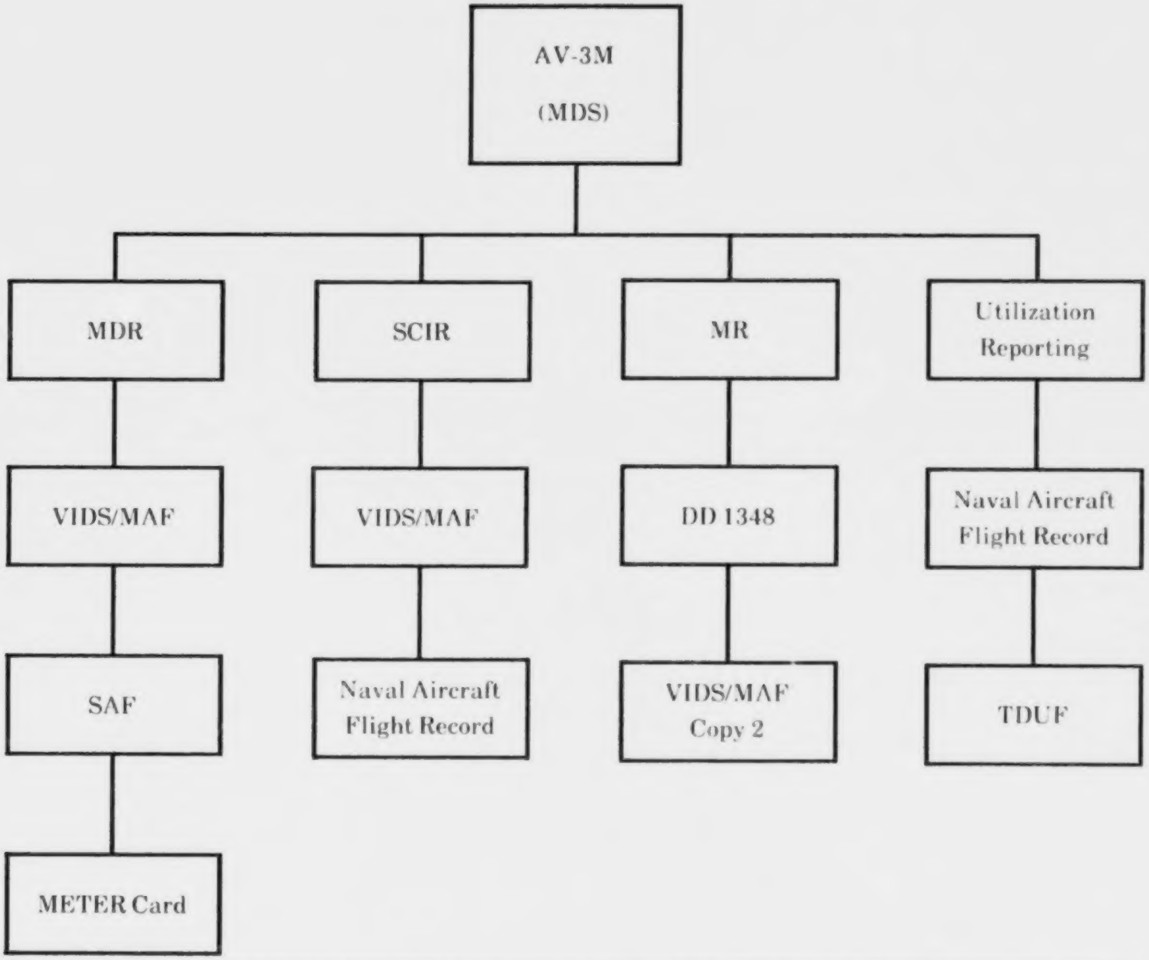
2.1.2.2 It is the policy of the CNO that data will be collected at the source, only once, by data users. Further, the MDS described in this chapter will be used as the principle means of collecting source data in support of the information areas outlined in paragraph 2.1.2.1.

2.1.2.2.1 Unless specifically directed otherwise by CNO, compliance with procedures contained in this chapter is mandatory for all Navy and Marine Corps aviation activities and cognizance symbol 2O aviation training devices activities.

2.1.2.2.2 Subordinate operating or systems commands are not authorized to impose additional maintenance data collection requirements on fleet activities, or to modify the procedures contained in this chapter without the prior approval of CNO.

2.1.2.2.3 Command Responsibility. The MDS provides a valuable tool for use by maintenance management. It was not designed to replace management or supervision but to assist management. To achieve its designed purpose it requires command attention, support, and use. The key to an effective MDS is the work center supervisor. The work center supervisor must understand the MDS, proper procedures for using source documents, and information obtained from machine reports. The work center supervisor must assure complete and accurate documentation and ensure that personnel have received proper training and motivation. Work center supervisors should receive command attention and support in achieving these goals. It is well to remember that a product from MDS is only as good as the input information, and the input will be used to provide management products for the highest levels of Navy management. Those activities using the Naval Aviation Logistics Command Management Information System (NALCOMIS) refer to the NALCOMIS User's Manual for details and procedures related to MDS applications.

2.1.3 General Description of the Maintenance Data System (MDS). The system is designed so that each worker, when performing a job, converts a narrative description of the job into codes and enters coded information on standard forms or source documents. These source documents are collected and transmitted to a data services facility (DSF) where information is converted to machine


AV-3M
(MDS)
MDR
SCIR
MR
Utilization Reporting
VIDS/MAF
VIDS/MAF
DD 1348
Naval Aircraft Flight Record
SAF
Naval Aircraft Flight Record
VIDS/MAF Copy 2
TDUF
METER Card

SOURCE DOCUMENTS

SAF: Support Action Form

VIDS/MAF: Visual Information Display System/Maintenance Action Form

TDUF: Training Device Utilization Form

METER Card: Metrology Equipment Recall Card

NAVFLIR: Naval Aircraft Flight Record

DD 1348: DOD Single Line Item Request System Document

Figure 2-2 Elements of the Naval Aviation Maintenance Data System

records. The DSF then uses the machine records to produce periodic report listings summarizing the submitted data. These reports are supplied to maintenance supervisors to provide assistance in planning and directing the maintenance effort. In addition, the information on the machine records is forwarded to the central data processing facility, the Naval Aviation Maintenance Support Office (NAMSO). They provide data to satisfy the management requirements of aircraft controlling custodians/type commanders (ACCs/TYCOMs), and other upline managers. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures for maintenance action documentation and reporting.

2.1.4 Data Collection and Submission. The primary purpose of data collection and reporting in these systems is to ensure that basic data generated by maintenance/material personnel are documented and that the system thereafter provides information to all who have need for it. A listing of the prescribed form oriented inputs and machine output reports is included in Appendix B and in Volume VI. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures related to Data Collection and Submission.

2.1.4.1 Categories of Data to be Reported. The data to be reported are recorded by maintenance and supply personnel and collected for machine processing. The categories of data include:

a. Maintenance Data Reporting (MDR).

b. Material Reporting (MR).

c. Subsystem Capability Impact Reporting (SCIR).

d. Utilization reporting.

2.1.4.2 Maintenance Data. This category of data includes the most complex and varied types of information involved in the management system. The scope of the data collected is indicated by the descriptive titles of the data collection forms/source documents which are used. These source documents include the Support Action Form (SAF), the VIDS/MAF, and the Metrology Equipment Recall (METER) Card (Green Copy).

2.1.4.2.1 SAF. A large portion of the hours expended by maintenance personnel are spent in functions other than corrective maintenance. Functions such as aircraft servicing, aircraft handling, and the look phase of aircraft inspections, other than periodic/conditional inspections, are proper functions of the maintenance organization and must be recorded. Because it is not significant from the engineering or supply analyst's point of view, this information does not require the same depth of coverage as the expended hours recorded in repair and corrective maintenance actions. Accordingly, the SAF simplifies and reduces the number of data forms used by the maintenance organization.

2.1.4.2.2 VIDS/MAF. That portion of the maintenance organization's workload devoted to repair, TD compliance, and periodic/conditional inspections is the area in which there is the greatest requirement for data in depth. This data is required for the immediate management needs of the local command and of higher management. The VIDS/MAF is used for recording the data to meet these requirements. This form provides for recording, among others, the following types of data:

a. Job Control Number (JCN).

b. The identity of the organization and work center in which the work is being performed.

c. The type equipment, system, subsystem, and component upon which work is being performed.

d. How the malfunction/discrepancy/failure occurred, when it was discovered, and the action taken to correct it.

e. The identification of parts/components removed and replaced.

f. The cause and duration of certain types of work stoppages.

g. The total man-hours expended on the job.

h. The signatures of individuals performing, inspecting, and supervising the maintenance.

i. Identification of, and compliance with, TDs.

2.1.4.2.3 METER Card (Green Copy). That portion of the maintenance organization's workload devoted to the calibration and repair of Test and Monitoring Systems is documented on the METER Card. This form facilitates the interface of the Metrology Automated System for Uniform Recall and Reporting (MEASURE) and AV-3M systems. This data is required for the immediate management needs of the calibration activity. This form is prescribed herein for recording the data to meet these requirements. The AV-3M data records produced from the METER Card are the same as those from the VIDS/MAF data records. This form provides for recording, among others, the following data:

a. JCN.

b. The identity of the work center, support, and supported organizations in which the maintenance action is performed.

c. How the malfunction/discrepancy/failure occurred, when it was discovered, and the action taken to correct it.

d. The total man-hours and elapsed maintenance time (EMT) expended on the maintenance actions.

e. Signatures of individuals performing, inspecting, and supervising maintenance.

2.1.4.3 Material Reporting. The DD 1348 and the VIDS/MAF Copy 2 are the source documents used to report supply actions in support of maintenance. The information is accumulated, summarized, and reported to management at various levels. This data permits management to:

a. Relate material issues/turn-ins to weapon systems and components by activities and maintenance level.

b. Advise higher commands of material expenditures in support of maintenance.

c. Determine weapon systems expenses at the organizational (O-) and intermediate (I-) levels of maintenance.

2.1.4.4 SCIR. SCIR is generated by the VIDS/MAF. SCIR provides factual information, generated at the lowest level of maintenance, as to aircraft/equipment inventory and actual subsystem performance. It provides specific aircraft or equipment mission capability and, therefore, uniquely defines the categories of full mission capable, partial mission capable, and not mission capable for a specific type and model aircraft or equipment. Cognizance Code 2O training devices will also use the SCIR system.

NOTE

Procedures for reporting support equipment (SE) inventory are defined in Chapter 9.

2.1.4.5 Utilization Reporting. Utilization of aircraft and training devices is reported by submission of Naval Aircraft Flight Records (OPNAV 3710/4) for aircraft, and Training Devices Utilization Forms (OPNAV 4790/103).

2.1.4.6 Daily Audit Reports (DARs). These reports are listings of previously submitted data, prepared by the data services facility (DSF) to verify the input data and to correct any errors. These reports must be checked promptly by the originating work centers and any corrections submitted under applicable data verification and correction procedures. Quality assurance/analysis (QA/A) will coordinate with the work centers and the DSF on corrections to the DARs. A listing of the reports available to analysts and maintenance managers/supervisors is contained in Chapter 3.

2.1.5 Data Codes. Any machine oriented data processing operation requires that a certain amount of data be in code form before it is recorded on machine records (punched cards, magnetic tapes, etc.). Certain data, such as man-hours expressed numerically in hours and tenths of hours, is directly machine readable and need not be encoded before data entry. Other data, however, must be reduced to code for machine processing.

2.1.5.1 Code Structures. Codes used in machine data processing may consist of one or more letters, numbers, or a combination of both. Codes composed entirely of letters are referred to as alpha codes, those of all numbers as numeric, and a combination letter and number code is referred to as alphanumeric. Codes in which the letters/numbers are arranged in a systematic, orderly pattern, conforming to the organizational pattern of the information to be encoded, are referred to as structured codes. Structured codes are used whenever the data must be processed on the most elementary data processing equipment, whose ability to sort data with reasonable speed is dependent on the arrangement of code characters. A possible advantage of structured codes is that they lend themselves to decoding by personnel familiar with the code structure. Nonstructured codes are sometimes referred to as random codes and are used only on the more complex types of computer equipment. A computer will not always be available at all ships and stations. Structured codes have been prescribed for much of the data to be processed by ships and stations for local use.

2.1.5.2 Codes Used in This System. Existing codes already available, either within the Navy or in other services, have been adopted and used in this system if they are applicable. Some codes prescribed, such as work center codes, have been given limited structuring and have the flexibility of allowing for additional structuring to meet local management needs. Additional codes, used in combination with other information, form identifiers for control and other purposes. For example, a combination of the organization code, the Julian date, and a nonsignificant locally assigned sequence number is used in the system to generate a JCN. A list of the various codes peculiar to this system is shown in Figure 2-6.

2.1.5.3 Work Unit Code (WUC) Manuals. To make certain that codes are conveniently available to all personnel actually performing and recording maintenance actions, WUCs have been published in manual form under the Naval Air Systems Command (NAVAIR) technical publication system. In addition to WUCs applicable to individual weapon systems, the manuals contain listings of other codes used in maintenance documentation. See the latest edition of Naval Supply Systems Command Publication 2002 (NOTAL) for instructions on obtaining WUC manuals. For a current listing of codes, other than WUCs, see the appropriate appendices of this volume.

2.1.5.4 Stability and Control of Codes. The codes prescribed here are for Navy wide use and may not be altered locally. NAVMASSO is authorized to control the codes used in this system, with the exception of Aircraft Status Codes, Total Mission Requirement (TMR) Codes, WUCs, and Equipment Operational Capability (EOC) Codes. Aircraft Status Codes are prescribed in OPNAVINST 5442.2E (NOTAL), TMR codes are prescribed in OPNAVINST 3710.7M (NOTAL), and EOC codes are prescribed in OPNAVINST 5442.4L (NOTAL). WUCs are controlled by the Naval Air Technical Services Facility (NAVAIRTECHSERVFAC) under NAVAIR (Figure 2-6).

2.1.6 Definitions and Explanation of Terms. The purpose of this section is to define or explain the terms, data elements, and codes used in MDR procedures. Detailed application and use of the terms and data elements are contained in the following paragraphs.

2.1.6.1 Maintenance Action. A maintenance action is any corrective or preventive action taken to maintain or restore equipment or material to a satisfactory operating condition. This action consumes man-hours and material.

2.1.6.2 End Item. {R} A final combination of end articles, components, parts, and materials that is ready for its intended use, for example, an aircraft, NC-2A, or avionics test bench.

2.1.6.3 On-Equipment Work. Maintenance actions performed on complete end items, for example, aircraft, drones, SE units, are considered on-equipment work.

2.1.6.4 Off-Equipment Work. Maintenance actions performed on removed repairable components (usually at the intermediate maintenance activity (IMA)) are considered off-equipment work.

2.1.6.5 Manufacturer's Code. A manufacturer's code is a five-character numeric or alpha/numeric code that identifies the manufacturer of a component, part, or end item. It is recommended that activities obtain copies of handbooks H4/H8 (NOTAL) published by Defense Logistics Services Center, Battle Creek, MI, for cross-referencing manufacturers' names and their codes.

2.1.6.6 Julian Date. The Julian date identifies the year and a numerical day of the year, and consists of four digits. The first digit indicates the year, and the remaining three digits specify the day of the year, for example, in the Julian date 9122, the first digit (9) indicates the year (1989), and the last three digits specify the 122nd day of 1989 or 1 May 1989.

CODE	NO. OF CHAR.	ALPHA, NUMERIC OR ALPHA/ NUMERIC	SOURCE DOCUMENTS USED ON	WHERE LISTED	RESPONSIBLE FOR ASSIGNMENT AND CONTROL
Action Taken Code	1	A/N	VIDS/MAF, METER	Appendix E, WUC Manual	NAVMASSO
Technical Directive Code	2	N	VIDS/MAF	Appendix L	NAVMASSO
Malfunction Description Code	3	A/N	VIDS/MAF, METER	Appendix I, WUC Manual	NAVMASSO
Organization Code	3	A/N	All	Appendix K	NAVMASSO
Permanent Unit Code	6	N	VIDS/MAF,	OPNAV Notice	CNO
Support Action Code	3	N	VIDS/MAF, SAF	Appendix O, WUC Manual	NAVMASSO
System Code	2	N	VIDS/MAF, DD 1348	WUC Manual	NATSF
TD Status Code	1	A	VIDS/MAF	Appendix J	NAVMASSO
Type Equipment Code	4	A/N	All	Appendix Q	NAVMASSO
Type Maintenance Code	1	A/N	VIDS/MAF, METER, SAF	Appendix H	NAVMASSO
When Discovered Code	1	A	VIDS/MAF, METER	Appendix R, WUC Manual	NAVMASSO
Work Center Code	3	A/N	VIDS/MAF, METER, SAF	Appendix D	NAVMASSO
Work Unit Code	1, 3, 5, or 7	A/N	VIDS/MAF, METER, DD 1348	WUC Manual	NATSF
Time/Cycle Prefix Code	1	A	VIDS/MAF	Appendix G	NAVMASSO
AWM Reason Code	1	N	VIDS/MAF	Appendix N	NAVMASSO
Transaction Code	2	N	VIDS/MAF, METER	Appendix P	NAVMASSO
Total Mission Requirement	3	A/N	Naval Aircraft Flight Record	OPNAVINST 3710.7M	CNO
Inventory Code	1	A/N	VIDS/MAF	Appendix F	NAVMASSO
Position Sensitive Indicator	2	A/N	VIDS/MAF	WUC Manual	NATSF
EOC Code	*3	A/N	VIDS/MAF	OPNAVINST 5442.4L	CNO

* The first character (alpha) is recorded on the VIDS/MAF. The second and third characters (numeric) are computer generated from the WUC documented on the VIDS/MAF.

Figure 2-6 Consolidated Code List

2.1.6.7 Job Control Number (JCN). The JCN is a 9-, 10-, or 11-character alphanumeric code that serves as a base for MDR and maintenance control procedures. The JCN allows for separate identification of each maintenance action, and provides a link with the maintenance actions performed by the IMA in support of an activity or an O-level maintenance discrepancy. The JCN is composed of four parts:

a. Organization Code. This is a three-character alphanumeric code that identifies an organization. It is used in the JCN to identify the organization that originally assigned the JCN to a maintenance action, except that in the case of transient aircraft maintenance, the JCN will contain the organization code of the aircraft reporting custodian. When an activity is assigned more than one organization code, for example, separate codes assigned to operations department and IMA, the organization code of the department directly responsible for O-level maintenance will be used in the JCN on all MDR source documents for aircraft assigned to the activity. The general format and structure of organization codes is described in Appendix K. A complete listing of organization codes may be found in the 3M Aviation Organization Code Master Listing (NAMSO 4790.A7065-01).

b. Day. This is the three-character part of the Julian date specifying the day of the year. This is the date the JCN was assigned to a maintenance action and does not necessarily reflect the date on which work was actually started.

c. Serial Number. The serial number is either a three character number that runs sequentially from 001 to 999, or a three character alpha/numeric number. This number is normally assigned in sequence as new jobs are initiated, for example, 001, 002, 003.... When 999 has been assigned, the next number in sequence will be 001. Alpha/numeric serial numbers are used only when documenting inspections other than preflight, postflight, turnaround, daily, special, conditional, corrosion, and acceptance/transfers. Alpha/numeric JCN structure will be as follows (exclusive of I and O):

LOOK	FIX
A00	A01 thru A99
thru	
Z00	Z01 thru Z99
to	
AA0	AA1 thru AA9 thru AAA thru AAZ
thru	
ZZ0	ZZ1 thru ZZ9 thru ZZA thru ZZZ

d. Suffix. The JCN suffix is a structured alpha/numeric code added to the basic JCN (paragraphs 2.1.6.7a, b, and c above) to identify a sub-assembly or sub-subassembly repair action performed independently of the major component repair. The suffix is used only for I-level maintenance functions regardless of where maintenance is being performed.

2.1.6.8 Type Equipment Code (TEC). The TEC is a four-character code used to identify the complete end item or category of equipment being worked on, for example, aircraft, engine, or SE. The general format and structure of these codes is contained in Appendix Q. A complete listing of TECs may be found in the 3M Aviation Type Equipment Code Listing (NAMSO 4790.A7210-01).

2.1.6.9 Bureau/Serial Number (BU/SERNO). A BU/SERNO is a number that identifies a specific end item/component. The number is usually assigned by the manufacturer, and is used to differentiate between a particular end item/component and others of the same type/model/series (T/M/S), design, etc.

2.1.6.10 Work Center Code. Work center codes are three character codes that identify work centers. They are used in MDR to identify a work center performing the maintenance action documented. Work center codes are listed in Appendix D.

2.1.6.11 Maintenance Level. Each of the MDR source documents has a data block indicating maintenance level. The MDR system is designed so the level of the maintenance actually being performed is indicated in this block. This information is not to be confused with the maintenance level assigned to the activity. On-equipment work is considered as O-level maintenance and off-equipment work is considered as I-level maintenance.

2.1.6.12 Work Unit Code (WUC). The WUC is a one, three, five, or seven character numeric or alpha/numeric code. It identifies a system, subsystem, set, major component, repairable subassembly, or part of an end item being worked on. Example:

713J0 AN/ARN 89-Direction finder set (set)

713J100 R1496/ARN 89 Radio Receiver (Weapons Replaceable Assembly (WRA))

713J140 Goniometer 1A4 (Shop Replacement Assembly (SRA))

713J141 Modulator 1A4MP40 (sub-SRA)

2.1.6.12.1 These codes are assigned and controlled by NAVAIRTECHSERVFAC under the direction of NAVAIR and published in WUC manuals for end items in three major categories: (1) T/M/S for aircraft, drones, and missiles; (2) aircraft flight/tactical trainers; and (3) aeronautical SE.

2.1.6.12.2 WUCs from these manuals are used to code maintenance actions on an end item and its components.

2.1.6.12.3 System Code. The system code is the first two positions of the WUC, used to identify the system within the aircraft/equipment on which work is being performed. These codes are found in the applicable WUC manual.

2.1.6.13 Awaiting Parts (AWP). AWP is that time when no work can be performed on the item being repaired due to a lack of ordered parts. Parts are not considered to be ordered until the demand has been forwarded to the supply response section (SRS) of the supply department. The time when AWP occurred and the length of time it lasted is recorded in the maintenance/supply record section. Items which cause AWP during on-equipment work are identified in the removed/old item section. Items which cause AWP during off-equipment work are identified in the (H-Z) failed/required material section.

2.1.6.14 Maintenance/Supply Record Documentation. In the Maintenance/Supply Record section, the documentation will keep track of changes in job status between maintenance and supply and, if SCIR is being documented, changes in mission capability that occur during the maintenance action. The only job status conditions are maintenance and supply; therefore changes between EMT and awaiting maintenance will not be documented because both are defined as maintenance.

a. Job Status Column. Enter the alpha character that describes the current job status. The alpha character S (supply) will be used when maintenance is halted due to AWP. The alpha character M (maintenance) will be used to indicate the end of an AWP status.

b. Date and Time Columns. Enter date and time the job status indicated on that line began.

c. EOC Column. If SCIR is being documented, enter the EOC code that best describes the mission capability of the end item at the date and time indicated on that line.

d. Documentation Sequence. The date and time on the top line of the Maintenance/Supply Record section (blocks B54 and B58) must be equal to or later than the date and time on the in work line of the repair cycle section. The date and time on succeeding lines of the Maintenance/Supply Record section must be later than the date and time on the line directly above.

2.1.7 Data Flow Cycle. An understanding of the flow of data from the source through the various cycles is essential for intelligent and effective use of the system. In general, data may be considered to flow through three distinct but related cycles: (1) the local cycle, at the O- and I-levels of maintenance; (2) the local-central cycle, between the local activity (ship or station) and NAMSO; and (3) the central-external cycle, between NAMSO and the various system commands, offices and commands other than the originating command. A summary of the general pattern of these cycles is in Figure 2-9.

2.1.7.1 The Local Cycle. The basic source of data in this system is the individual worker. Upon completion of each job, a worker turns in a completed source document (VIDS/MAF, SAF, etc.) to the work center supervisor. It is the work center supervisor's responsibility to check all source documents and ensure that they are complete, accurate, and forwarded to maintenance control for screening. Having collected all source documents from maintenance control, the analyst delivers them to the DSF of the supporting ship or station. The DSF enters the data from the source documents. Any questionable data are referred back to the originating activity for correction/clarification. Entered and verified data are converted to magnetic tapes by the DSF and machine listings of data, on a daily or as specified frequency, are printed for the use of the originating activity. Magnetic tapes of the entered data will

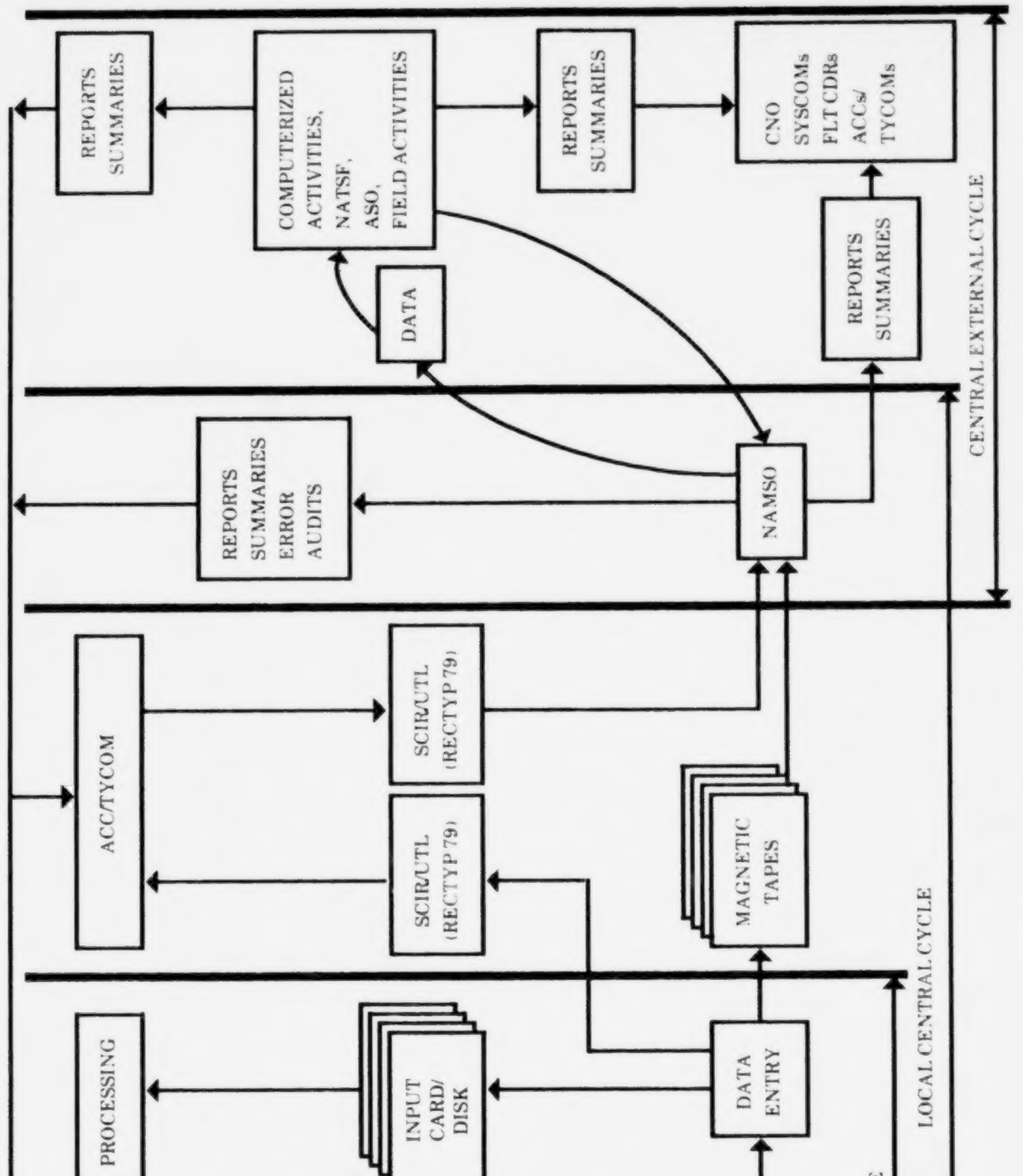

O- AND I-LEVEL ACTIVITIES
SOURCE DOCUMENT
DATA ENTRY
INPUT CARD/ DISK
PROCESSING
REPORTS SUMMARIES
MAGNETIC TAPES
SCIR/UTL (RECTYP 79)
SCIR/UTL (RECTYP 79)
ACC/TYCOM
NAMSO
REPORTS SUMMARIES ERROR AUDITS
DATA
COMPUTERIZED ACTIVITIES, NATSF, ASO, FIELD ACTIVITIES
REPORTS SUMMARIES
REPORTS SUMMARIES
REPORTS SUMMARIES
CNO SYSCOMs FLT CDRs ACCs/ TYCOMs
LOCAL CYCLE
LOCAL CENTRAL CYCLE
CENTRAL EXTERNAL CYCLE

Figure 2-9 Aviation 3M Data Cycles

be retained by the DSF. Source documents are returned to the originating activity for retention after selected data has been entered. Due to the mobility of most aviation operating activities, it frequently becomes necessary to transfer the responsibility for automated data processing (ADP) support. Transfer must be carefully executed to ensure the continuity of reporting and integrity of local data files. See Volume VI for detailed instructions.

2.1.7.2 The Local-Central Cycle. Duplicate record files are made by DSF and are mailed to NAMSO. Here data is combined with data received from all other reporting facilities and reproduced on machine tapes for computer processing. Machine runs for errors, detectable by computers, are made by NAMSO and results of this error analysis are forwarded to individual reporting activities.

2.1.7.3 The Central-External Cycle. In addition to the feedback of information to reporting activities, the central data processing activity is also responsible for providing data to various agencies higher in command management chain. These agencies may include the CNO, ACCs/TYCOMs, systems commands, system command field agencies, contractors, and others who are dependent upon factual and comprehensive maintenance data as a basis for sound command and management decisions. This instruction does not prescribe format or content of data and information requirements of these higher level agencies; such requirements are established by mutual decisions made by NAMSO and the agency concerned. It is sufficient to state that these requirements are fulfilled by two means: first, by directly supplying machine printouts or listings to the agency concerned, or second, by providing the agencies concerned with a complete tape of collected data for processing on their own computers, using their own machine programs.

2.1.8 Data Analysis. The time and expense required to collect and machine process maintenance data cannot be justified if the data is not continuously and constructively analyzed and used at all levels of command management. In effect, the process of data collection and machine processing provides a mass record of maintenance actions. The process of data analysis also sorts from the mass data the significant events that require corrective action or merit command management attention. By this process, management is provided with significant facts as a basis for decision making. Chapter 3 prescribes the machine reports and summaries and Chapter 4 prescribes the analysis procedures for O-level maintenance. The summaries represented in Chapter 3 reflect the minimum data that every maintenance activity should require. It is anticipated that some activities, depending on their mission or special circumstances, will require additional analysis, or analysis in greater depth. Continuous refinement of the data analysis process is essential to system improvement, and is encouraged at all levels.

2.1.9 Analyst Responsibilities

2.1.9.1 QA/A shall provide qualitative and quantitative analytical information to the maintenance officer (MO) to enable continual review of management practices within the activity. QA/A will be established in each aircraft O-level maintenance activity to monitor, control, and apply the MDS within that activity. QA/A will serve as a contact point between the work centers and the DSF and is responsible for the management of all aspects of the MDS at the activity level.

NOTE

> In those cases where an analyst is not authorized for the weapons department, the aircraft intermediate maintenance department (AIMD) analyst will provide appropriate guidance and assistance. Weapons department supervisors should acquaint themselves with general analysis requirements, procedures, and products in order to convey their needs to the AIMD analyst. Considering that AIMD and the weapons department both perform armament weapons support equipment maintenance in varying degrees, there will often be requirements for the same or similar data products in the two departments.

2.1.9.2 The analyst, to be able to perform this function, must be a senior petty officer or noncommissioned officer, formally trained in MDS procedures, data processing capabilities, and the techniques of statistical analysis. It is imperative that the analyst receive the complete support of the MO, division officers, and work center supervisors in efforts to improve the system.

2.1.9.3 The primary functions and responsibilities of the assigned analyst are to:

a. Provide management with data, in graphic and narrative form, necessary to make qualitative decisions with regard to aircraft/equipment material condition, readiness, and utilization. Additionally, provide recommendations relative to optimum utilization of human and material resources.

b. Collect, screen, and forward all MDS source documents to the DSF for processing. Ensure completed data reports are picked up and disseminated throughout the organization.

c. Coordinate and verify corrections to DARs and forward to the DSF as appropriate. The analyst will act as the squadron coordinator for corrections to Naval Flight Record Subsystem (NAVFLIRS) DARs where common data elements are used in both the maintenance and operation departments.

d. Review data products for accuracy, completeness, and content. Required to be familiar with Volume VI.

e. Conduct and coordinate MDS training of maintenance department personnel in all facets of documentation, and in the content and use of available data products.

f. Coordinate with the DSF in the resolution of problems experienced by the documentor.

g. Maintain MDS report files for the department in accordance with Appendix B.

h. Ensure that an adequate supply of source documents is on hand to support the MDS.

i. Establish, within the activity, designated pickup/delivery points and designate times for source document routing consistent with the DSFs' procedures.

j. Categorize all MDS source documents using the Document Control Form (DCF) prior to delivery to the DSF for key punching. To maintain an even keypunch workload, source documents shall be delivered to the DSF at least once daily.

2.1.9.4 The technical functions of the analyst are:

a. Coordinate and monitor the MDS for the department.

b. Review MDRs and point out discrepancy trends.

c. Use the MDS to assist in identifying possible deficiencies in technical training or documentation procedures.

d. Monitor the assignment of the third position of work center codes.

e. Collect, maintain, and distribute in narrative, tabular, chart, or graph form the data required to monitor, plan, schedule, and control the maintenance effort.

f. Develop charts, graphs, and displays for command presentation.

g. Assist the MO and other supervisory personnel in determining the specific requirements for new types of data reports deemed necessary for management of the maintenance effort.

h. Identify and apply analytical techniques to areas of material deficiencies, high man-hour consumption, or other pertinent trends.

i. Provide assistance to maintenance/material control in contents of monthly MDS reports for material consumption and projected material usage.

j. Coordinate routine maintenance data reporting matters with the DSF.

k. Develop an understanding of NALCOMIS and its applications to management and ADP requirements.

2.1.9.5 Data flow for the Marine Corps will be as follows:

a. All MDS source documents except NAVFLIRS will be collected by the squadron analysis section where they are keypunched. The analyst will forward data to the group analyst for collection and consolidation. Group analysts will then forward all data to the wing analyst who will input data to the DSF. NAVFLIRS source documents will be managed by the Squadron Operations Department and flow via Group S-3 to Wing G-3 in the same manner.

b. The wing analyst is the functional manager for all MDS functions except NAVFLIRS, from origination through DSF input. Wing operations is responsible for NAVFLIRS.

2.1.10 Management Information Provided by the MDS. The information entered on source documents includes the number of direct man-hours that were expended on a maintenance action, the time it took to perform the work (EMT), identification of the organization, branch or shop performing the work, identification of the item worked on, the reason for the maintenance action (malfunction description), when the malfunction was discovered, the corrective action taken, and repairable component processing time.

2.1.10.1 MDR Data Application. At the local level, summaries of these data will assist in identifying (with documented evidence) the following:

a. High man-hour per operating hour equipment (by serial number or type equipment).

b. Man-hours lost to cannibalization and removal of items to facilitate other maintenance.

c. Areas in which there are skill or training deficiencies.

d. Efficient or inefficient use of available manpower.

e. Items with high failure rates.

f. Inadequate troubleshooting.

g. Reasons for ground and in-flight aborts.

h. High usage items.

i. Status of TD compliance.

j. Warranted item failure and subsequent repair.

2.1.10.2 Uses of Fleet Wide Data. Some of the more important uses made of the data are to:

a. Establish realistic manning factors.

b. Determine/revise inspection requirements and time change requirements.

c. Determine/justify the need for modifications and engineering changes.

d. Establish equipment reliability factors.

e. Determine tooling and equipment requirements.

f. Predict probable failures through trend analysis.

g. Determine the status of compliance with mission readiness type TDs.

2.2 Maintenance Data System (MDS)

2.2.1 The MDS, an integral part of the maintenance and material management system, is a system for the mechanized collection and processing of statistical data essential to the efficient management of resources. These data are collected at the lowest echelons of the maintenance organization and are processed by local DSFs for use by maintenance managers at all levels. The MDS embraces four separate but interrelated subsystems: (1) Maintenance Data Reporting (MDR); (2) Material Reporting (MR); (3) Subsystem Capability Impact Reporting (SCIR); and (4) utilization reporting. The documentation procedures for each of these subsystems is described in the applicable chapters of this instruction and discussed briefly in the following paragraphs. Those activities using NALCOMIS should refer to the NALCOMIS User's Manual for documentation procedures.

2.2.2 Maintenance Data Reporting (MDR). MDR involves the most complex and the widest range of data in the MDS. MDR is designed so that each worker or group of workers, upon completion of a job, converts a narrative description of the job into codes and enters the coded information on standard source documents. These documents are collected and machine processed daily to produce a variety of machine reports. Through careful analysis of these reports, maintenance managers may be kept continually advised of the nature, quantity, and quality of maintenance work performed.

2.2.3 Material Reporting (MR). Repairable component control/usage data is submitted to the DSF by the local supply organization using Copy 2 of the VIDS/MAF and material requisitions (DD 1348) as source documents. Machine reports produced from these documents, merge key data elements of maintenance and supply and are provided to the local supply (and AIMDs if requested) where the flow of repairable components may be monitored.

2.2.4 Subsystem Capability Impact Reporting (SCIR). The degradation of equipment mission capability is reported by recording EOC codes in the Repair Cycle section, Maintenance/Supply Record section of the VIDS/MAF. EOC codes are documented when a specific system or subsystem impacts the mission capability of that equipment. The EOC code is a three position code. Only the first position is documented on the VIDS/MAF and is derived from the Mission Essential Subsystem Matrices published as an enclosure to OPNAVINST 5442.4L (NOTAL). The second and third positions are computer generated using the first two positions of the documented WUC. SCIR provides data to determine mission capability, system or subsystem reliability, and serves as a management tool. SCIR data may be used at any level of management.

2.2.5 Utilization Reporting. Utilization of aircraft and training devices is reported by submission of Naval Aircraft Flight Record (OPNAV 3710/4) for aircraft, and Training Devices Utilization Form) (OPNAV 4790/103) for training devices.

2.3 Data Processing

2.3.1 Data Services Facility (DSF). This is the facility that receives source documents and converts raw data into machine records. Machine records are then used to produce standard reports for the maintenance organization. To apply data processing techniques intelligently to enable the DSF to effectively provide the user with products in a timely and orderly manner it is important that personnel in the DSF become familiar with the MDS. In this regard, a close working relationship with QA/A of all supported maintenance activities is essential.

2.3.2 Central Data Processing Facility. A central data processing facility is maintained at the NAMSO, Mechanicsburg, PA 17055-0795. This facility receives MDS data in the form of reproduced machine records from reporting activities through their DSF. Data may be obtained from NAMSO in report form, magnetic tape, etc., pertaining to any aspect of aircraft maintenance Navy wide. Standard reports prepared by NAMSO from these data are described in SPCCINST 4790.4 (NOTAL), Catalog of Products. Official requests for distribution of this catalog should be directed to the Ships Parts Control Center.

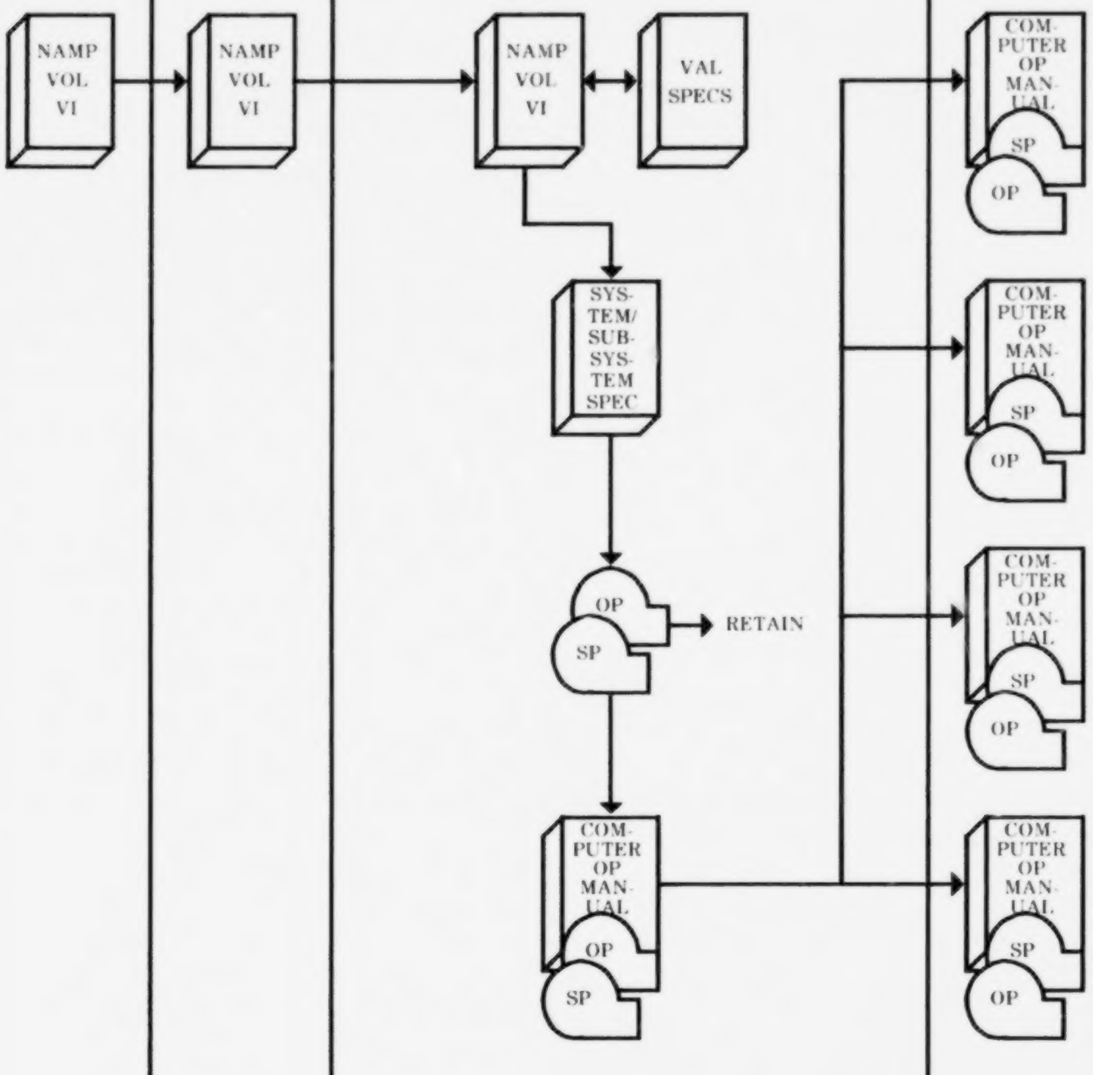
2.3.3 Central Design Activity (CDA). NAVMASSO, as the CDA, is responsible for preparing the system/subsystem specifications, generating source programs/object programs and for quality assurance testing of programs prior to fleet release. Distribution of programs and operating instructions tailored to the capabilities of the individual hardware suites are issued to the DSF listed in Volume VI. Figure 2-14, Program Responsibilities Flow Chart, shows these relationships.

2.4 Document Flow. Completed source documents are forwarded from each work center to maintenance/production control. Maintenance/production control verifies and records necessary data and forwards the documents to QA/A. The analyst groups the documents by type, prepares a Document Control Form (OPNAV 4790/45), and forwards the source documents, with the DCF, to the DSF, at least daily. The DSF enters required data, maintains local machine files, produces machine reports, and forwards certain data to the central data processing facility. Source documents and machine products are returned to QA/A of each reporting activity for further internal distribution as required. Activities using NALCOMIS do not require DCFs. Refer to NALCOMIS User's Manual for data flow and process.

2.5 Document Control Form (DCF) (OPNAV 4790/45)

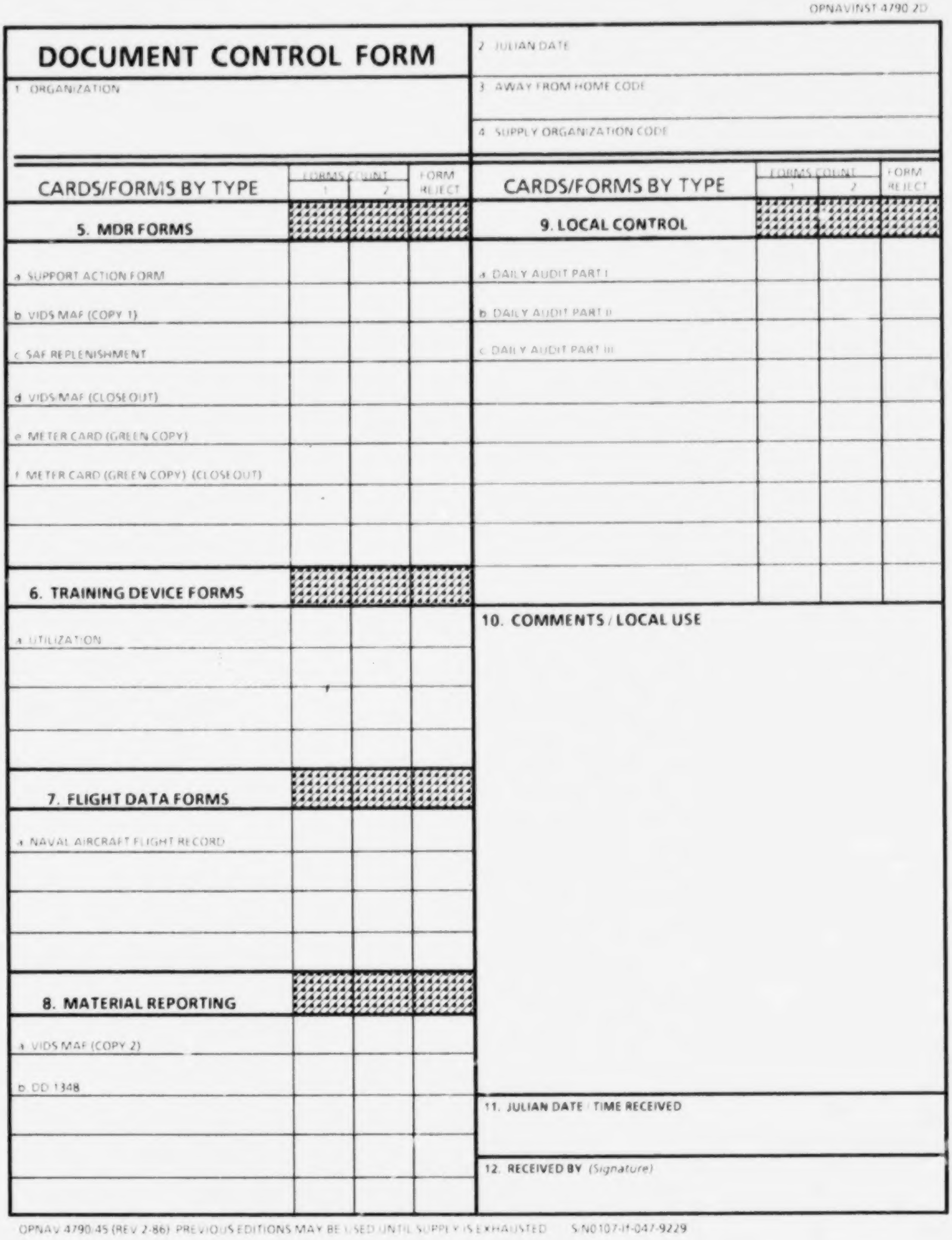
2.5.1 Two copies of the DCF (Figure 2-15) are prepared each time the reporting activity submits source documents to the DSF. When manual supply accounting procedures are in use, the DCF is also used by the local supply organization to submit MR documents. If the activity uses mechanized supply accounting, there is no need for MR document control.

2.5.2 The documents to be submitted are separated, grouped, and counted. The submitting activity enters, in the appropriate line under Forms Count column 1, the number of documents submitted of that category. The DSF will enter Julian date and time received, signature, and verify the number of documents by entering their count of the document category in Forms Count column 2.


NAMP VOL VI
NAMP VOL VI
NAMP VOL VI
VAL SPECS
SYSTEM/SUBSYSTEM SPEC
OP
SP
RETAIN
COMPUTER OP MANUAL
OP
SP
COMPUTER OP MANUAL
SP
OP
COMPUTER OP MANUAL
SP
OP
COMPUTER OP MANUAL
SP
OP
COMPUTER OP MANUAL
SP
OP

OPNAV	NAVAIR	CENTRAL DESIGN ACTIVITY	DSF
NAMP Sponsor.	Functional manager.	Approve and publish machine independent program specifications. Prepare programs and operating instructions peculiar to specific machine capabilities. Retain and maintain programs, distribute source and object programs, and operating instructions to supported data services facilities.	Reserve programs and operating instructions for processing of Aviation 3M data.

Figure 2-14 Program Responsibilities Flow Chart



OPNAVINST 4790.2D

DOCUMENT CONTROL FORM

1 ORGANIZATION

2 JULIAN DATE

3 AWAY FROM HOME CODE

4 SUPPLY ORGANIZATION CODE

CARDS/FORMS BY TYPE	FORMS COUNT		FORM REJECT
	1	2	
5. MDR FORMS	▨	▨	▨
a SUPPORT ACTION FORM			
b VIDS MAF (COPY 1)			
c SAF REPLENISHMENT			
d VIDS/MAF (CLOSEOUT)			
e METER CARD (GREEN COPY)			
f METER CARD (GREEN COPY) (CLOSEOUT)			
6. TRAINING DEVICE FORMS	▨	▨	▨
a UTILIZATION			
7. FLIGHT DATA FORMS	▨	▨	▨
a NAVAL AIRCRAFT FLIGHT RECORD			
8. MATERIAL REPORTING	▨	▨	▨
a VIDS MAF (COPY 2)			
b DD 1348			

CARDS/FORMS BY TYPE	FORMS COUNT		FORM REJECT
	1	2	
9. LOCAL CONTROL	▨	▨	▨
a DAILY AUDIT PART I			
b DAILY AUDIT PART II			
c DAILY AUDIT PART III			

10. COMMENTS / LOCAL USE

11. JULIAN DATE / TIME RECEIVED

12. RECEIVED BY *(Signature)*

OPNAV 4790/45 (REV 2-86) PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED S/N0107-LF-047-9229

Figure 2-15 Document Control Form (DCF) (OPNAV 4790/45)

2.5.3 If, during DSF processing, a document is found to be illegible or otherwise cannot be entered, it is returned to the submitting activity for correction. The questionable data elements are circled in red by the DSF. A total of these rejected documents are entered in the forms reject column of the DCF. Rejected or late documents submitted after the end of an accounting period must be submitted with a separate DCF. These data will be processed with the next accounting period data. Any such submission requires special coordination with the DSF, and an away code of Z will be assigned to the DCF.

2.5.4 If it is desired to identify data generated in an "Away From Home" situation, a one character code may be entered by the submitting activity in the "Away From Home" space at the top of the DCF. Any alphabetic or numeric character may be used except 1, 2, 3, 4 or Z. Z is reserved for late submission from the previous accounting period and codes 1 and 2 are reserved for making corrections to the NAMSO central data bank. Code 3 is reserved for the CDA. Code 4 is reserved for the Naval Aircraft Flight Record (OPNAV 3710/4) submitted by an aircrew to a DSF that is not the same DSF supporting the aircraft reporting custodian. All such data will require a separate DCF for each away code used. The code documented on the DCF will be entered into each record produced from that batch of documents. Only the "A" record (data elements documented in VIDS/MAF blocks preceded by the alpha character A) in the VIDS/MAF Copy 1 will contain the away code.

2.5.5 NALCOMIS is a dedicated ADP system and precludes the use of DCFs. Refer to the NALCOMIS User's Manual for processing requirements.

2.6 Data Accuracy

2.6.1 Throughout the MDS, accurate documentation must be the subject of continued concern. Each erroneous document that goes uncorrected results in a loss of effectiveness of the submitted data and of the system in general. Work center supervisors, with the guidance of the analyst, should strive at all times for absolute accuracy. Recurring documentation errors must be recognized and made the subject of the analyst's training program. The importance of accurate and complete data is further emphasized when large scale, Navy wide use of this data is considered. Some uses of this data by higher level Navy managers are:

a. Analysis of high system failures and high man-hour consumers by specific weapon system.

b. Identification of desirable product improvement actions.

c. Analysis of inspection requirements as a basis for adjusting inspection criteria and intervals.

d. Adjustment of component scheduled removal intervals.

e. Improvement of I-level repair capabilities.

f. Identification of failed warranted items.

2.6.2 Daily Audit Reports (DARs). DARs are listings of previously submitted data prepared by the DSF, to verify the input data and to correct any errors. These reports must be checked promptly by the originating work centers and any corrections submitted under applicable data verification and correction procedures. QA/A will coordinate with the work centers and the DSF on corrections to the DARs. Some of the reports available to analysts and maintenance managers/supervisors for the daily monitoring of documentation accuracy are:

a. NAVFLIRS DAR. Prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4).

b. Support Action Form (SAF) DAR. Prepared from data submitted on SAFs (OPNAV 4790/42).

c. VIDS/MAF Copy 1 DAR. Prepared from data submitted on Copy 1 of the VIDS/MAF (OPNAV 4790/60) or METER Card (Green Copy).

d. DD 1348 DAR. Prepared from data submitted on the DD 1348.

e. VIDS/MAF Copy 2 DAR. Prepared daily from data submitted on the VIDS/MAF Copy 2.

f. NALCOMIS provides for data verification using the Key Video Display Terminal. Refer to the NALCOMIS User's Manual for specific details on data review.

2.6.3 Data Validation. As data from the source documents are extracted and converted to machine readable formats, each data element that is entered into the MDS must be validated to a prescribed set of relational validations. These MDS Validation Specifications (VALSPECs) are contained in NAMSO 4790.A7257-01 report. Data elements that fail validation are flagged on the applicable DAR. Corrective measures must taken and the VALSPECs must be readily available to the analyst at all times.

2.6.4 Monthly NAMSO Error Reports (NAMSO 4790.A7212-01). NAMSO prepares a monthly series of reports showing the results of input data validation. When any data received does not meet the standards prescribed in the NAMSO VALSPECs, the entire record is printed in the detailed error listing and summary section, and the erroneous data elements are flagged with an asterisk (*). The analyst should screen these error listings, check each flagged error against the VALSPECs to determine why it was found to be invalid, and where necessary, take steps to prevent recurrence of the error. The detailed error listing includes a summary for each record type, giving the error rates as a percent of total records and total fields tested. Generally, the record error rate should not exceed five percent and the field error rate should not exceed five-tenths (.5) of one percent. (These are largely arbitrary standards, intended only for local guidance. They should not be construed as absolute requirements.) The error statistics and trend analysis section of the error report contain additional statistics which the analyst may use to plot error trends and pinpoint weaknesses in the activity's documentation effort. Summaries are shown for the month's validation, by work center, or when work center is not entered in the record, by record type. Summaries are also shown for the three-month period immediately preceding the current month, and the previous three-month statistics are shown for the number of records in error and fields in error. The "Total" lines give the overall record and field error rate for the activity.

2.7 Local Data Base Correction Procedures. To correct this data refer to correction procedures outlined in Volume VI.

2.7.1 Corrections to MDS Source Documents. Reporting activities will submit MDS source documents daily to their DSF for processing. The DSF will enter data from source documents and produce DARs. If problems are encountered during the data entry, the DSF circles the data element in red that cannot be entered, for example, blanks, excessive characters, illegible entries. The source document is then returned to the reporting activity for correction and resubmission. If data errors are not discovered during data entry the system will validate all input records and identify data errors on the applicable DAR. To the maximum extent possible, local inputs and data base errors should be corrected daily, as they are identified.

NOTE

> NAVFLIRS has the capability to correct three months of history data at the local level.

2.7.1.1 The reporting activity screens DARs for accuracy. Part I lists data that has passed VALSPECs. Part II is a cumulative report containing all records (except SAFs with the replenishment block checked) which have not passed VALSPECs. Cumulative errors will be identified in the DAR # field as follows: 1 - first repeat; 2 - second repeat; X - shows third and subsequent repeats and requires immediate management attention. Part III lists all erroneous corrections and deletions. Part IV lists all unprocessable data. Data elements on the record in Part I or Part II of the DAR that are found to be in error will be lined out with a single red line. The correct data will be handscribed immediately above the lined out entry and "C" entered under the Correction Code (CC) column on the far right side of the record to be corrected. If the data to be corrected is in the VIDS/MAF A-Z record, "C" will be entered immediately to the left of the letter prefix of the VIDS/MAF record requiring correction. If corrections are required to the EOC code (VIDS/MAF Copy 1) the following rules apply:

a. Only corrections to the first position of the EOC code are allowed using correction procedures previously discussed.

b. If corrections are applied to the WUC, the second and third positions of the previously generated EOC code will be computer generated using the new/revised WUC.

c. If the first position of the EOC code is changed from B-H, J-L, or W-Z to an A, the second and third position of the EOC code will be replaced by computer generated zeros.

d. If the first position of the EOC code is changed from A to B-H, J-L, or W-Z, the second and third position of EOC code will be computer generated using the first two positions of the WUC.

2.7.1.2 There are eight data elements in which corrections are not allowed. If corrections are required for these data elements, the record must be deleted following the record deletion procedures described below and the source document resubmitted. (VIDS/MAF Copy 1 will require a new source document.) These eight elements are:

a. Organization (ORG) Code.

b. Document Number (DOCNUM).

c. Record Type (RECTYP).

d. Bureau/Serial Number (BU/SERNO) (all records except 60-67 or NAVFLIRS).

e. Transaction Code (TRCODE) (VIDS/MAFs Copy 1 with TRCODE 00, 02, or 03).

f. Type Equipment Code (TEC) (except NAVFLIRS).

g. Date/time (VIDS/MAFs with TRCODE 00, 02, or 03 and RECTYP 52 or 53 with Utilization Base (UTLBAS) of T or Date only if UTLBAS is C or H).

h. Social Security Number (NAVFLIRS RECTYP 7D only).

2.7.1.3 The reporting activity returns the annotated DARs to the DSF with the following day's submission of source documents. A Correction Record (CR) will be entered for each data element to be changed. These are then applied to the local data base during normal daily processing. The entire record will be revalidated and appear on the applicable section of the DAR, for example, if the record with new data validates, it will appear on Part I of the report. If data errors still exist after corrections have been made, they will appear on Part II or Part III of the report. When changes have been applied to individual VIDS/MAF A-Z records, the entire A-Z records will be revalidated and reappear on the appropriate DAR.

2.7.1.4 Those activities using NALCOMIS refer to the NALCOMIS User's Manual for specific details of Local Data Base Correction.

2.7.2 Deletion of MDS Source Documents. Any data element, record, or RECTYP contained on the DAR Part I or II, that is found to be in error, will be annotated as follows:

a. Any data element within a record/RECTYP that is to be deleted will be lined out with a single red line and a C will be recorded under the CC column on the far right side of the record/RECTYP or immediately to the left of the letter prefix in the case of VIDS/MAF Copy 1 or METER Card (Green Copy) A-Z records. When data elements have been deleted, the entire record/RECTYP will appear, minus the deleted data elements, on the DAR Part I (if still valid) or Part II (if invalid) with a C to the left of the letter prefix. In the case of NAVFLIRS RECTYPs, a C will appear in the CC column of that specific RECTYP.

b. If a whole record/source document is to be deleted, a D will be recorded directly under the CC column on the far right side of the record or immediately to the left of the letter prefix in the case of the VIDS/MAF Copy 1 or METER Card (Green Copy) A-Z records. All records being deleted will appear on the DAR Part I or II with a D to the left, except for NAVFLIRS RECTYPs where a D will appear in the CC column. When deleting VIDS/MAF Copy 1 H-Z RECTYPs, delete only the first record that requires deletion. The subsequent RECTYPs will automatically be deleted. Resubmit required RECTYPs as appropriate.

c. The deletion of a VIDS/MAF Copy 1 or METER Card (Green Copy) "A" record will cause the entire family of A-Z records associated with that DOCNUM to be deleted. A VIDS/MAF Copy 1 or METER Card (Green Copy) "B" record cannot be deleted.

d. The deletion of a NAVFLIRS RECTYP 7B will cause the entire family of RECTYPs associated with that DOCNUM to be deleted. PAGENR1 LINE1 OF NAVFLIRS RECTYP 7C or PAGENR1 LEGNR1 of RECTYP 7E or 7F cannot be deleted.

2.7.3 Deletion of MDS Source Documents. Any data element that is to be deleted will be lined out with a single red line and a letter "C" entered under the CC column. If the data to be deleted is in the VIDS/MAF A-Z record, the letter "C" will be entered immediately to the left of the letter prefix of the VIDS/MAF record requiring deletion. Nothing will be handscribed above the lined out entry. If a whole record is to be deleted, a letter "D" will be entered under the CC column on the far right side of the record or immediately to the left of the letter prefix of a VIDS/MAF A-Z record. Deletion of a VIDS/MAF A record will cause the deletion of all A-Z records associated with that DOCNUM. A VIDS/MAF B record cannot be deleted. Any C-Z record may be individually deleted. The reporting activity will return the annotated DARs to the DSF with the following day's submission of source documents. A correction record will be entered for each data element to be changed. When a record is deleted, the record will appear on the appropriate DAR with a "D" appearing under the CC column header to indicate the deletion. On the VIDS/MAF Copy 1 DAR a "D" will appear immediately to the left of the letter prefix for each record being deleted.

2.7.4 When correction/deletion records cannot be applied because of errors such as an invalid data source (no matching DOCNUM, etc.), they will be printed on the DAR Part III. The data element causing the correction/deletion record to be in error will be underscored with asterisks. The reporting activity will research the error using the DARs, Parts I and II, and applicable documents. If corrections are allowed (refer to paragraph 2.7.1.2), line out the erroneous data element with a single red line, and enter the correct data above the lined out element. The DAR Part III will be returned to the DSF where the record will be entered directly from the Part III report.

2.7.5 If an invalid RECTYP, DOCNUM, ORG, or incomplete VIDS/MAF Record A, B, etc., is encountered, it cannot be processed into the data base or forwarded to NAMSO. These records will be displayed on the DAR Part IV. Reporting activities will have to work closely with the DSF to resolve these errors.

2.7.5.1 Part IV of the DAR will be printed for each processing cycle to show erroneous records. Part IV will be sorted by ORG (major) and DOCNUM/RECTYP (minor). This report will be distributed to an organization only if unprocessable data exists. The report will be printed in card image format (print positions 1-80) with double spacing between detail lines. Each detail line will represent a single input record and will reflect an error message. The most common error messages that will be shown are as follows:

a. Invalid Record Types - Records which have a RECTYP other than 01, 52, 53, 60-67, 70, 79, A-Z, 7B, 7C, 7D, 7E, 7F, 7G, CR, or DR.

b. Invalid DOCNUM-Blanks or special characters, for example, %, @, $.

c. Invalid ORG/SUPORG/JCNORG-Blanks or special characters, for example, %, @, $.

d. No Master Inventory REC for TRANS - Inventory transactions (02 or 03) submitted on equipment which has not been gained into the inventory master record.

e. Missing A or B Record - No VIDS/MAF A or B records on file. VIDS/MAF C-Z records submitted with no VIDS/MAF A/B records.

f. Date Falls Outside Inventory Date - RECTYP 00, 02, 03, 52, 53, or NAVFLIRS RECTYP 7E PAGENR1 LEGNR1 submitted in which the date documented falls outside of the inventory reporting dates.

g. No Master Roster On File - No master roster inventory record for RECTYP 52, 53, and NAVFLIRS RECTYPs.

h. Invalid Date/time - Date/time is invalid on 00, 02, 03, 52, or 53 RECTYP.

i. Invalid BU/SERNO/TEC - Invalid BU/SERNO/TEC with blank or special characters, or invalid TEC.

j. Invalid AWAY/CORRCD - VIDS/MAF records with TRCODE 00, 02, or 03 with AWAY/CORRCD of Z, 1 or 2.

k. Duplicate ORG Input - VIDS/MAF records with duplicate DOCNUM with different organizations.

l. Missing NAVFLIRS RECTYP 7B. NAVFLIRS RECTYP 7C-7G submitted with no RECTYP 7B.

2.7.5.2 Documents that appear on DAR Part IV must be resubmitted.

NOTE

> Corrections submitted to the DSF after the monthly cut off date will not be applied following the local correction procedures. These corrections will not be considered for local reports but shall be forwarded to NAMSO for correction of the central data bank following the procedures in Volume VI.

2.8 Local NAVFLIRS Corrections. Procedures for correcting three months of NAVFLIRS history data at the local level are as follows:

2.8.1 Use Exception Code (EXCD) C to retrieve the document from history file.

a. Apply corrections or deletions, revalidate, and forward to NAMSO.

b. If the document is from the aircraft reporting custodian, NAMSO applies C/D record to old document.

2.8.2 If a RECTYP is to be added:

a. Delete the original document and resubmit with a new document number.

b. If the document becomes invalid and returns on the DAR Part II, the CR/Deletion Record (DR) method is used to correct the error. When the document becomes valid, the C/D EXCD record (image) will be forwarded to NAMSO via the monthly submission file from the local DSF.

c. Aircraft reporting custodians will insert Z in the "Away From Home" block on the DCF (Z will appear on RECTYP 7B only in CC 78).

d. The foreign DSF will receive a DCF with 4 in the "Away From Home" block. This 4 will appear on all NAVFLIRS RECTYPs, and will be used to update the local data base and produce local reports only.

2.9 Data Transfer

2.9.1 When a situation arises that requires the transfer of the data processing function from one DSF to another, the analyst of the transferring organization will notify the DSF of such transfer by submitting notification of transfer memorandum in the form of Figure 2-21. The analyst will notify the DSF of the cutoff date for transfer at least five working days prior to it. The DSF will provide the analyst with all MDS data accumulated for that accounting period (through the cutoff date) for that organization. This data may be furnished in the form of 80-column electronic accounting machine (EAM) cards. The transfer cards will be in the format shown in Volume VI. The analyst will deliver the transfer data to the new DSF as appropriate for inclusion into that DSF's data bank. The new DSF will incorporate the transferred data into its local data base to provide monthly reports at the end of the reporting period in addition to the NAMSO submission. The normal medium for transferring data will be cards. When a transfer is being made between two DSFs that have the same hardware configuration, a more efficient method may be used. Volume VI provides a listing of records that will be transferred between DSFs. Once data has been removed from the transferring DSF's data base, local correction procedures cannot be applied to audit reports produced by that DSF; however, the receiving DSF will validate all data received and produce DARs as if the data was entering the system for the first time. Upon receipt of these audit reports local correction procedures are applied.

2.9.2 Where the DSF provides microfiche machine reports only, locally produced forms may be used to effect data verification and correction.

2.10 Monthly Reports Request. MDS monthly reports are prepared at the end of each monthly accounting period. These reports reflect the transactions submitted during the accounting period. Each reporting organization has the capability to select the reports it requires to be produced. Only the reports selected by requesting organizations will be produced (Figure 2-22).

2.11 Source Document Pickup and Delivery. The analyst of the reporting organization will contact the DSF to determine the daily delivery and pickup point of MDS source documents machine reports. On initial contact, specific cutoff times should be established to ensure an even data entry workload at the DSF. The time established should be mutually agreed upon by all concerned.

FROM: (Reporting Organization)

TO: (Data Services Facility)

SUBJ: Request for Data Base Transfer

REF: (a) OPNAVINST 4790.2E

1. Per reference (a), the following information is furnished to effect the transfer of 3M data to another DSF.

Organization code of activity being transferred ____________________________

Effective Date of Transfer ____________________________________

DSF data will be transferred to ____

Transfer medium (check one) CARDS ________________________ TAPE ___________________________

____
Signature

Figure 2-21 Notification of Transfer Recommended Format

Monthly Aircraft Utilization Report	NAVFLIRS-1
Monthly Aircraft Mission Report	NAVFLIRS-2
Monthly Individual Flight Activity Report	NAVFLIRS-3
Monthly Aircraft Logistics Data Report	NAVFLIRS-4
User Monthly Utilization Report	TDU-2
Monthly Training Device Utilization Report	TDU-3

Monthly Production Report	MDR-2
Job Control Number Consolidation Report	MDR-3
Technical Directive Compliance Report	MDR-4-1
Intermediate Technical Directive Compliance Report	MDR-4-2
Maintenance Action by Bureau/Serial Number Report	MDR-5
Maintenance Action by System and Component Report	MDR-6
Component Repair/Beyond Capability of Maintenance Report	MDR-7
Failed Parts/Parts Required Report	MDR-8
Repair Cycle Data Report	MDR-9
Foreign Object Damage Report	MDR-10
Corrosion Control/Treatment Report	MDR-11
No Defect Report	MDR-12
When Malfunction Was Discovered Report	MDR-13
Equipment Master Roster	E-00

Monthly Equipment Discrepancy and Utilization Report	SCIR-3
Monthly Equipment Capability Report	SCIR-4
Monthly Equipment Mission Capability Summary Report	SCIR-5-1
Monthly Equipment Mission Capability Bureau/Serial Summary Report	SCIR-5-2
Monthly Mission and Maintenance Data Detail by Bureau/Serial Report	SCIR-5-3

Requesting Organization Code: ____________________

Repairable Management Data Report MR-1-1
From: ____________ To: ____________ Part I: ____________ Part II: ____________

Repairable Management Data Report MR-1-2
From: ____________ To: ____________ Part I: ____________ Part II: ____________

Expense Item Management Data Report MR-2-1
From: ____________ To: ____________

Expense Item Management Data Report MR-2-2
From: ____________ To: ____________

Expense Item Management Data Report MR-2-3
From: ____________ To: ____________

MR Data Reports Supply Organization Code: ____________________

Figure 2-22 Monthly Reports Request Recommended Format

CHAPTER 3

Maintenance Data System Reports

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CHAPTER 3

Maintenance Data System Reports

3.1 Master Roster

3.1.1 Equipment Master Roster (E-00). The E-00 is prepared and distributed by the data services facility (DSF) at the beginning of each accounting period. It lists equipment for inventory and reporting status. This report is prepared monthly by the DSF from VIDS/MAFs that reflect the true inventory condition as of 0001 on the first day of the month. Aircraft and equipment lost from inventory during the previous month will not appear on the list. Aircraft and equipment gained during the previous month will be on the list. The current {R} material condition reporting status of aircraft and equipment (IN and OUT hours) is indicated by listing the assigned aircraft and equipment hours in the applicable column. Those activities using the Naval Aviation Logistics Command Management Information System (NALCOMIS) refer to the NALCOMIS User's Manual for the procedures for establishing and maintaining a Master Roster.

3.1.2 Implementation will be accomplished on the first day of an accounting period. Prior to the date of implementation, the reporting activity will prepare VIDS/MAFs for each reportable equipment for submission to the DSF. Using the implementation VIDS/MAFs, the DSF will prepare master records. After establishment of the master records, an E-00 report will be prepared and distributed to the reporting activity for verification.

3.1.3 If corrections to the E-00 are required, the reporting activity will make such corrections by submitting proper source documents (VIDS/MAFs using TRCODE 00, 02, or 03).

3.1.3.1 Corrections of the Permanent Unit Code (PUC) (aircraft only) and inventory codes are made on the Daily Audit Report (DAR) using audit report correction procedures.

3.1.3.2 For corrections to action organization (ORG), transaction code (TRCODE), type equipment code (TEC), BU/SERNO, time, and date, an entire new transaction must be submitted and the erroneous transaction deleted.

3.1.4 Uses. The E-00 provides a means of verifying data contained in the master file of the local DSF.

3.1.5 Maintenance. The E-00 will be kept up-to-date by maintenance control to reflect the current aircraft inventory and status on a day-to-day basis during the reporting period. Whenever an inventory or status change occurs, the E-00 will be annotated with the TRCODE, date, and time of the change. Only those transactions 00, 02, and 03 which have been verified on Part I of the DAR and submitted via OPNAV XRAY report will be entered on the E-00. Inventory gains will be annotated as a new line entry. Inventory loss transactions and inventory code changes will be annotated as appropriate.

3.1.6 Sample E-00 reports are shown in Figures 3-2a, 3-2b, 3-3a, and 3-3b.

3.1.6.1 The report is sorted in the following sequence:

a. ORG Code.

b. PUC (aircraft only).

c. TEC.

d. Serial number.

e. Meter (support equipment (SE) only).

3.1.6.2 A one-star total (*) is printed upon change of ORG, PUC, or TEC.

E-00			EQUIPMENT MASTER ROSTER											JUN 89
					INVENTORY CODE									
ORG	PUC	TEC	SERIAL	METER	0	A	1	2	3	4	5	6	7	8
AF1	000916	AFPB	150950			720								
AF1	000916	AFPB	150951			720								
AF1	000916	AFPB	150952			720								
AF1	000916	AFPB	150953					720						
AF1	000916	AFPB	150955			720								
				*		2880		720						

Figure 3-2a Sample Equipment Master Roster (E-00)

E-00			EQUIPMENT MASTER ROSTER											JUN 89
					INVENTORY CODE									
ORG	PUC	TEC	SERIAL	METER	0	A	1	2	3	4	5	6	7	8
AF1	000916	AFPB	150950			720								
AF1	000916	AFPB	150951	(Sample LOSS)		*301* ~~720~~	*TRF'D TO VF-86 03, 13 JUN, 1300*							
AF1	000916	AFPB	150952			720								
AF1	000916	AFPB	150953	(Sample Inventory Code Change)				*320* ~~720~~	*RETURN FM SPEC RWK 02, 14 JUN, 0800*					
AF1	000916	AFPB	150955			720								
AF1	***000916***	***AFPB***	***158456***	(Sample GAIN)		***561***	***REC'D FM VF-99, 00, 7 JUN, 1500***							
				*		2880		720						

NOTE

Enter the whole hours remaining in the reporting period when reporting a GAIN (TRCODE 00) or when annotating the new Inventory Code on an Inventory Code Change (TRCODE 02). Enter the whole hours elapsed in the reporting period when reporting a LOSS (TRCODE 03) or when annotating the old Inventory Code on an Inventory Code Change (TRCODE 02).

Figure 3-2b Sample Equipment Master Roster (E-00) (Kept Current by Maintenance Control)

```
E-00                      EQUIPMENT MASTER ROSTER                       JUN 89

                                     .............INVENTORY CODE.............
ORG  PUC     TEC    SERIAL  METER       0    A    1    2    3    4    5    6    7    8

A9B          GACB   004723  M0023     720

A9B          GACB   004815  M8316     720

A9B          GACB   004903  M6791     720

                                  *  2160
```

Figure 3-3a Sample Equipment Master Roster (E-00) (SE)

```
E-00                      EQUIPMENT MASTER ROSTER                       JUN 89

                                     ............INVENTORY CODE..............
ORG  PUC     TEC    SERIAL  METER       0    A    1    2    3    4    5    6    7    8

P7C          VFUE   000534                  720

P7C          VFUE   007530                  720

P7C          VFUE   010330                                 720

                                  *        1440            720
```

Figure 3-3b Sample Equipment Master Roster (E-00) (TD)

3.2 Maintenance Data Reports (MDRs). This paragraph describes the content and use of the MDR system reports prepared by DSF. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual.

NOTE

> Where report examples are used for both organizational (O-) and intermediate (I-) Level, the work center codes in the report examples will commence with an "X". The actual work center codes will print on the actual report.

3.2.1 The Support Action Form (SAF) DAR is prepared from data submitted on the SAF (OPNAV 4790/42). This report is sorted by ORG, WC, TEC, and support code and is printed in three parts. Part I contains data that has passed the validation specifications (VALSPECs). Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected (except SAFs with replenishment (REPL) checked). Part II is triple spaced with asterisks (*) printed immediately below the data field in error. Part III is printed to show any correction/deletion which cannot be applied to the local data due to erroneous data fields.

3.2.1.1 Correction/Deletion Procedures. Correction/deletion procedures for the SAF DAR will be the same as local data base correction procedures in paragraph 2.7.

3.2.1.2 Uses. This report is designed for the work center supervisor to validate the previous day's SAF submissions. This report will also enable supervisory personnel to monitor the man-hours expended performing support tasks.

3.2.1.3 Example. A sample SAF DAR is in Figure 3-5. (Line numbers on the example do not appear on the machine report.)

a. Line (1) illustrates a correction to Part I.

b. Line (3) illustrates deletion of entire entry.

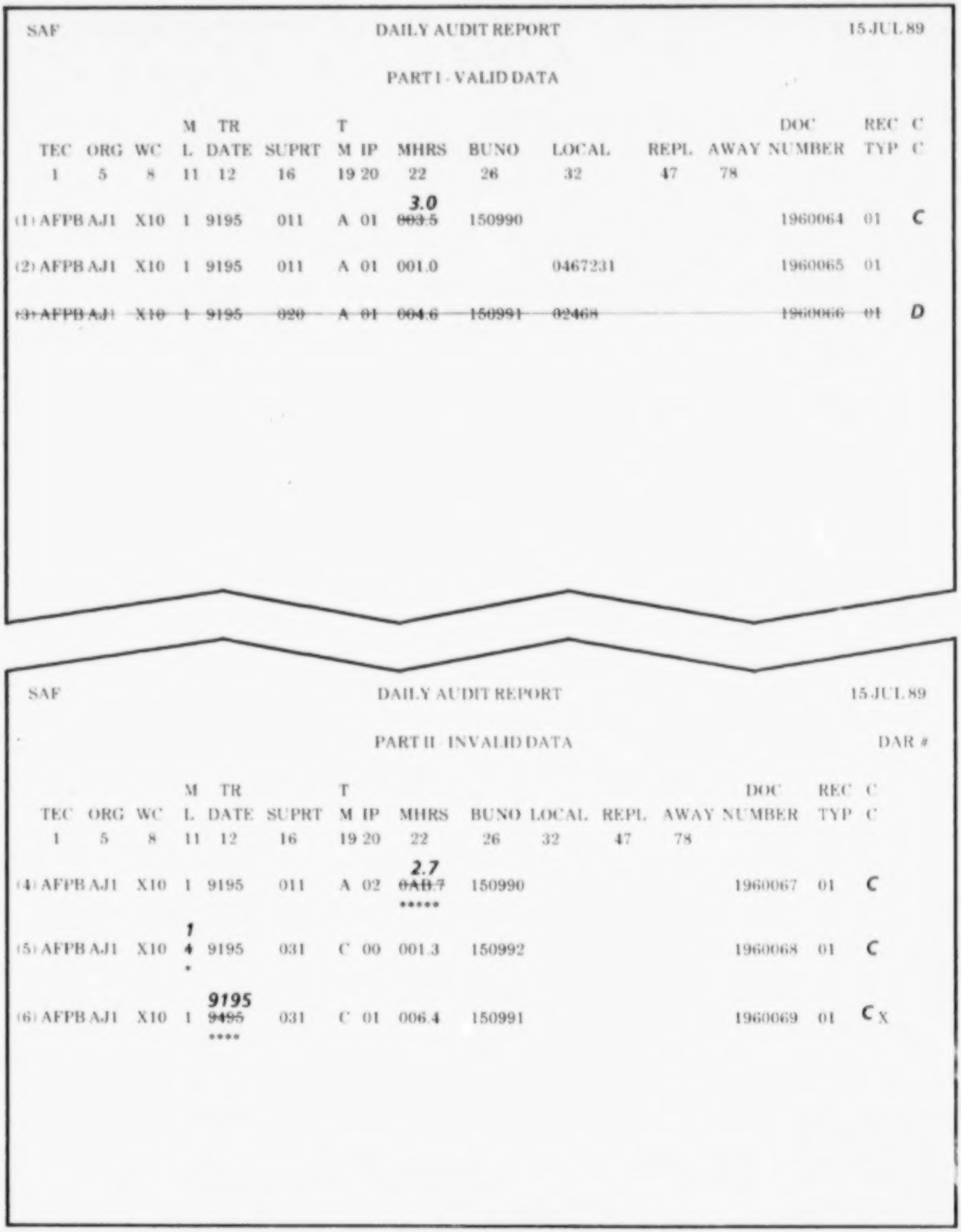
c. Line (4) reflects an error in the man-hours (MHRS) column. The error is shown with corrections applied.

d. Line (5) indicates an error in the maintenance level (ML) column. The error is shown with corrections applied.

e. Line (6) indicates an erroneous transaction date (TR DATE). The error is shown with corrections applied.

NOTE

> To correct SAF data other than preprinted/replenishment requests, resubmit the correct data on a SAF in the following day's transactions. SAF records that appear on SAF DAR Part II, identifiable as a preprinted replenishment request, can not be corrected or deleted.



SAF DAILY AUDIT REPORT 15 JUL 89

PART I - VALID DATA

	TEC 1	ORG 5	WC 8	M L 11	TR DATE 12	SUPRT 16	T M 19	IP 20	MHRS 22	BUNO 26	LOCAL 32	REPL 47	AWAY 78	DOC NUMBER	REC TYP	C C
(1)	AFPB	AJ1	X10	1	9195	011	A	01	3.0 ~~003.5~~	150990				1960064	01	C
(2)	AFPB	AJ1	X10	1	9195	011	A	01	001.0		0467231			1960065	01	
~~(3)~~	~~AFPB~~	~~AJ1~~	~~X10~~	~~1~~	~~9195~~	~~020~~	~~A~~	~~01~~	~~004.6~~	~~150991~~	~~02468~~			~~1960066~~	~~01~~	D

SAF DAILY AUDIT REPORT 15 JUL 89

PART II - INVALID DATA DAR #

	TEC 1	ORG 5	WC 8	M L 11	TR DATE 12	SUPRT 16	T M 19	IP 20	MHRS 22	BUNO 26	LOCAL 32	REPL 47	AWAY 78	DOC NUMBER	REC TYP	C C
(4)	AFPB	AJ1	X10	1	9195	011	A	02	2.7 ~~0AB.7~~ *****	150990				1960067	01	C
(5)	AFPB	AJ1	X10	1 4 *	9195	031	C	00	001.3	150992				1960068	01	C
(6)	AFPB	AJ1	X10	1	9195 ~~9495~~ ****	031	C	01	006.4	150991				1960069	01	C X

Figure 3-5 SAF Daily Audit Report

3.2.2 VIDS/MAF Copy 1 DAR. This report is prepared from data submitted on Copy 1 of the VIDS/MAF and is printed in three parts. Part I contains data that has passed the VALSPECs. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. Erroneous data fields in Part II will be indicated by asterisks (*) immediately under the erroneous field(s). Due to the large numbers of data elements in each VIDS/MAF Copy 1, multiple detailed lines will be grouped in alphabetical sequence as determined by the alpha prefix of the VIDS/MAF blocks. These data blocks are portrayed on the report by printing the alpha character of the VIDS/MAF Copy 1 block to the extreme left of the report followed by the numeric character of the block in parenthesis ( ). The data in that particular block are printed immediately following the parenthesis. Each alpha prefix will be shown once for the document number. Due to the number of blocks in data groups A, B, and C, two print lines are required to display this data. Part III will be printed to show any correction/deletion records which cannot be applied to the local data base due to erroneous data (Figure 3-7).

```
VIDS/MAF COPY 1                    DAILY AUDIT REPORT                    15 JUL 89

                                   PART I - VALID DATA

ORG - AB6      WORK CENTER - X20

DOCUMENT NUMBER - EA39633

 A (08)AB6 (11)186 (14)481 (17)  (19)120 (22)4523D (29)AB6 (32)11 (34)1 (35)N (36)450 (39)00 (41)0040 (45)040

   (48)AAFF (52)159023 (58)D (59)B (60)  (62)  (65)  (69)  (78)

 B (08)9186 (12)2000 (16)Z45 (19)9186 (23)2130 (27)Z45 (30)9196 (34)2400 (38)1 (39)0560 (43)2 (44)0015 (48)

   (49)  (53)S (54)9186 (58)2330 (62)Z45 (65)M (66)9194 (70)1400 (74)Z45  (78)
```

```
VIDS/MAF COPY 1                    DAILY AUDIT REPORT                    15 JUL 89

                                  PART II - INVALID DATA                   DAR #

ORG - AB6      WORK CENTER - X20

DOCUMENT NUMBER - EA39634                                                    1

 A (08)AB6 (11)186 (14)490 (17)  (19)120 (22)12111 (29)AB6 (32)23 (34)1 (35)R (36)935 (39)01 (41)0070 (45)040

   (48)AAFF (52)159023 (58)D (59)B (60)  (62)  (65)  (69)  (78)

 B (08)9186 (12)1400 (16)A00 (19)9186 (23)1430 (27)Z12 (30)9196 (34)1130 (38)2 (39)0010 (43)8 (44)1430 (48)

   (49)  (53)S (54)6186 (58)1530 (62)Z12 (65)M (66)9190 (70)0830 (74)Z12  (78)

 E (08)58107 (13)482-2 (23)2-NA-51472 (38)8191 (42)A1304 (47)  (52)  (78)
                                     ****
 G (08)58107 (13)586-1 (23)2-NA-51472 (38)A1304 (43)  (48)  (78)
```

Figure 3-7 VIDS/MAF Copy 1 Daily Audit Report

3.2.3 DD 1348 Daily Audit Report. This report (Figure 3-9) is prepared from data submitted on the DD 1348. It is sorted by supply organization (SUPORG), ORG, record type (RECTYP), requisition date (REQDAT), and requisition number (REQNUM) and is printed in three parts. Part I contains all data records which passed validation. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. Part II is triple spaced with asterisks (*) printed immediately below the data field in error. Part III is printed to show any correction/deletion which cannot be applied to the local data base due to erroneous data.

3.2.3.1 Correction/Deletion Procedures. Correction/deletion procedures for this report are in paragraph 2.7.

3.2.3.2 Uses. This report is intended for the supply support center (SSC) supervisor to validate the previous day's DD 1348 submission.

```
DD 1348                                         DAILY AUDIT REPORT                                          03 MAY 89
                                                PART I - VALID DATA

                                REQ   REQ  ******JCN******                       TOTPRC/             M  SUP   SUP          DOC     REC  C
ORG      NSNPN          UI  QTY   DATE  NUM  ORG  DAY  SER  SUF  TEC  COG  PRJ  PRI  WUC    MFGR  P  C  C  DATE  ORG  AWAY  NUMBER   TYP  C
                                                                                                  6  6  7
 1         4            19  21     26    30   34   37   40   43   45   49   51   54   56      63  8  9  0   71    75    78

AC3  5895007329280FA    EA  00001  9122  0021 AC3  120  020       AFPB  2R  AKO  03 7317300 37695 W  A  E  9122  A8D   A    1230024   60

AC3  1280008028892FA    EA  00001  9122  0022 AC3  121  201       AFPB  2R  AK7  03 7317300 73030 W  A  H  9122  A8D   A    1230025   60

AC3  6605009799201FA    EA  00001  9122  0023 AC3  122  326       AFPB  2R  ZA9  06 7315100 81611 W  A  H  9122  A8D   A    1230026   60
```

```
DD 1348                                         DAILY AUDIT REPORT                                          03 MAY 89
                                                PART II - INVALID DATA                                          DAR #

                                REQ   REQ  ******JCN******                       TOTPRC/             M  SUP   SUP          DOC     REC  C
ORG      NSNPN          UI  QTY   DATE  NUM  ORG  DAY  SER  SUF  TEC  COG  PRJ  PRI  WUC    MFGR  P  C  C  DATE  ORG  AWAY  NUMBER   TYP  C
                                                                                                  6  6  7
 1         4            19  21     26    30   34   37   40   43   45   49   51   54   56      63  8  9  0   71    75    78

AC3  1280008684887FA    EA  00001  9122  0030 AC3  ***  ***       AFPB  2R  AKO  03 3211800 73368 W  A  H  9122  A8D   A    1230027   60

AC3  6605009799201FA    EA  00001  9097  0031 AC3  096  322       AFPB  **  ***  ** 6113700 81611 W  A  E  9121  A8D   A    1210008   60   2
```

Figure 3-9 DD 1348 Daily Audit Report

3.2.4 VIDS/MAF Copy 2 Daily Audit Report. This report (Figure 2-11) is prepared from data submitted on Copy 2 of the VIDS/MAF. It is sorted by the SUPORG, ORG, job control number (JCN), and RECTYP and printed in three parts. Part I contains the data that has passed validation. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. Erroneous data fields in Part II will be annotated, by asterisks (*), immediately under the erroneous field(s). Part III is printed to show any correction/deletion records which cannot be applied to the local data base due to erroneous data.

3.2.4.1 Correction/Deletion Procedures. Correction/deletion procedures for this report are in paragraph 2.7.

3.2.4.2 Uses. This report is designed for the component control section supervisor to validate the previous day's VIDS/MAF Copy 2 submissions.

```
VIDS/MAF COPY 2                                   DAILY AUDIT REPORT                                                  30 JAN 89
                                                 PART I - VALID DATA

                                                              M   SUP   *********JCN*********   SUP            DOC      REC  C
WUC      TEC   MFGR  ORG      NSNPN        UI QTY COG P   C   C   DAT   ORG  DAY  SER  SUF     ORG   AWAY    NUMBER    TYP  C
 1        8     12    27        30         45  47  49 51  52  53   54    61   64   67   70      75     78

7462512  AFPB  97942  A9D  4130007885964BF EA  01  2R  W   A   H  9028  AJ1  020  361  AA     A8D            0290012    61
74325    AFPB  97942  A9D  1439006777586BF EA  01  2R  W   A   H  9028  AJ1  021  285         A8D            0290015    61
62136    AFPB  93614  A9D  1439006777586BE EA  01  2R  W   F   H  9028  AJ1  027  206         A8D            0290014    63
```

```
VIDS/MAF COPY 2                                   DAILY AUDIT REPORT                                                  30 JAN 89
                                                PART II - INVALID DATA                                                     DAR #

                                                              M   SUP   *********JCN*********   SUP            DOC      REC  C
WUC      TEC   MFGR  ORG      NSNPN        UI QTY COG P   C   C   DAT   ORG  DAY  SER  SUF     ORG   AWAY    NUMBER    TYP  C
 1        8     12    27        30         45  47  49 51  52  53   54    61   64   67   70      75     78

74321    AFPB         A9D  6120006625171BE EA  01  2R  W   A   H  9028  AJ1  019  408  A      A8D            0290011    61
               *****

76413    AFPB  97961  A9D  1230007885000BF EA  01  2R  W   F   H        AJ1  011  861         A8D            0150008    63       X
                                                                  ****

72131    AFPB  44882  A9D  1430007864010BF         2R  W   F   H  9011  AJ1  009  774         A8D            0170007    63       X
                                           **  **
```

Figure 3-11 VIDS/MAF Copy 2 Daily Audit Report

3.2.5 Monthly Production Report (MDR-2). This report lists all maintenance actions in work center (WC) sequence including SAF, technical directive (TD) compliance, and data entered in the (H-Z) Failed/Required Material block of the VIDS/MAF (Figure 3-13).

3.2.5.1 This report provides the work center supervisor statistical data pertaining to the work center. Information available from this report includes:

a. Troublesome subsystems are indicated by a large number of maintenance actions.

b. Repeat discrepancies by BU/SERNO are noted.

c. Man-hours expended for each subsystem can be readily identified.

d. Lack of training or test equipment is indicated by the number of no defects or cannibalization actions for a subsystem.

e. A comparison of JCN and action date gives the relationship between days and man-hours required to complete a job.

f. Part numbers of parts/assemblies.

g. Repetitive parts problems are shown for a given subsystem.

h. SAF actions are listed by support action and type maintenance codes.

i. The efficiency of inspection procedures and specific equipment peculiarities can be evaluated by comparing when discovered code totals to the total number of discrepancies.

j. TD actions are indicated by the TD number of each subsystem.

3.2.5.2 The report is sorted as follows:

a. Action ORG code (major sort).

b. WC code.

c. JCNORG (VIDS/MAF only).

d. TEC.

e. Work unit code (WUC) or support action code.

f. Action taken (AT) code.

g. Malfunction (MAL) code.

h. BU/SERNO.

i. Type maintenance (TM) code.

j. TRCODE.

3.2.5.3 Totals

a. A total for subsystem (SUBSYS) is printed when there is a change in the WUC (first four characters), TEC, WC, or ORG.

b. A total for TEC is printed when there is a change in TEC/WC/ORG.

c. A two-star (**) total is printed when there is a change in JCNORG, WC, or ORG.

d. A three-star (***) total for the ORG is printed when there is a change in action ORG.

e. A total for WC is printed when there is a change in work center or ORG.

f. A spread of when discovered codes and totals for each are printed when there is a change in work center code or ORG.

g. A spread of support action codes and totals by TEC are printed upon change in ORG.

3.2.5.4 An explanation of selected entries listed in Figure 3-13 follows (line numbers on the example do not appear on the machine report):

a. Lines (4) through (6) represent the support actions in corrosion prevention by WC.

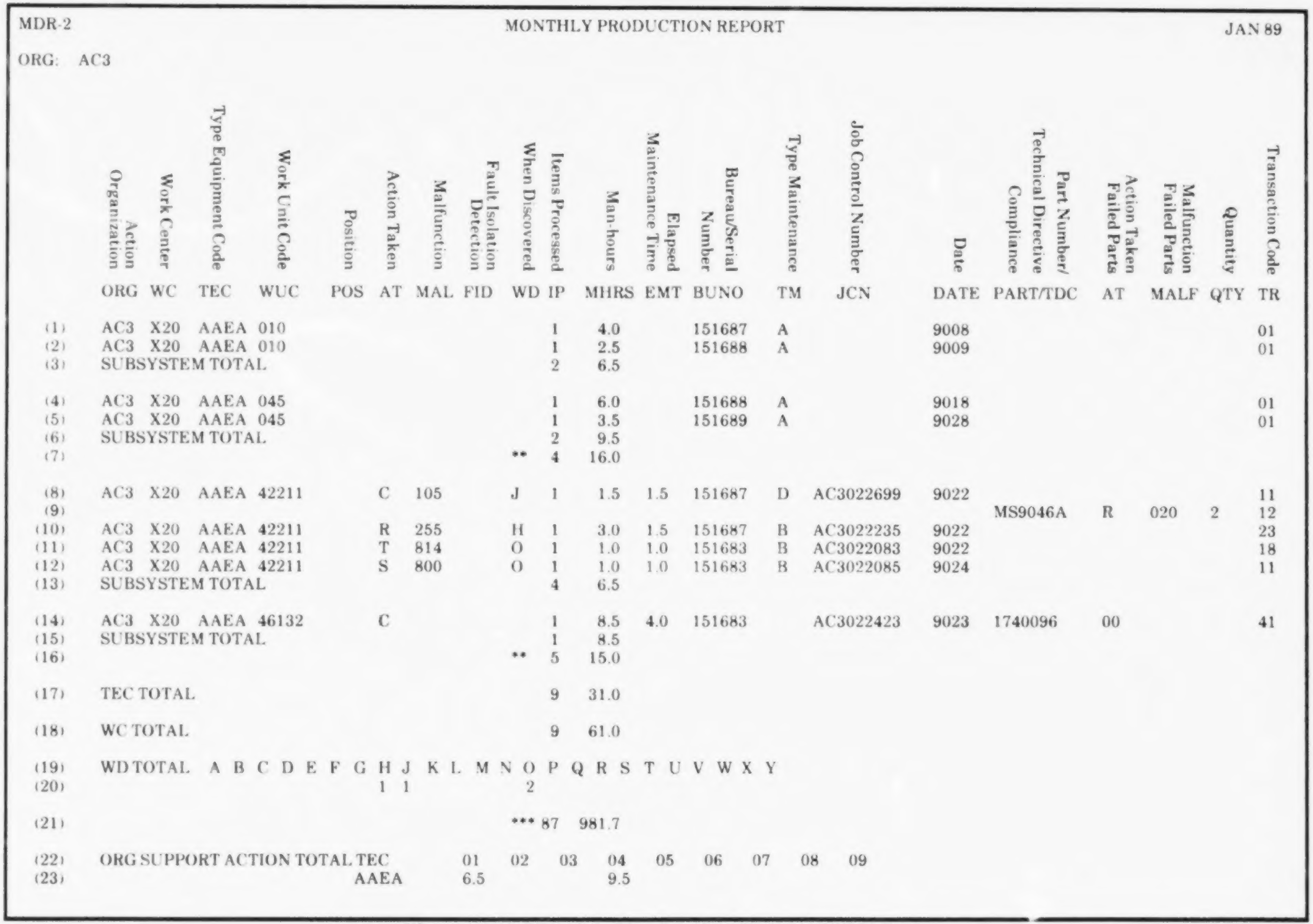
b. Line (9) shows the failed part contributing to the discrepancy in line (8). The part was worn (020 in column MALF) and required replacement (R in column AT).

c. Line (14) shows a TD compliance. The PART/TDC column shows the TD number.

d. Line (18) shows the total items processed and man-hours expended by the WC during the reporting period.

e. Lines (22), and (23) will appear at the end of the report and will show total man-hours and a spread on the first two positions of the support action codes.

3.2.5.5 This report is forwarded to the work center supervisor.



MDR-2 MONTHLY PRODUCTION REPORT JAN 89

ORG: AC3

	Action Organization ORG	Work Center WC	Type Equipment Code TEC	Work Unit Code WUC	Position POS	Action Taken AT	Malfunction MAL	Fault Isolation Detection FID	When Discovered WD	Items Processed IP	Man-hours MHRS	Elapsed Maintenance Time EMT	Bureau/Serial Number BUNO	Type Maintenance TM	Job Control Number JCN	Date DATE	Part Number/ Technical Directive Compliance PART/TDC	Action Taken Failed Parts AT	Malfunction Failed Parts MALF	Quantity QTY	Transaction Code TR
(1)	AC3	X20	AAEA	010						1	4.0		151687	A		9008					01
(2)	AC3	X20	AAEA	010						1	2.5		151688	A		9009					01
(3)	SUBSYSTEM TOTAL									2	6.5										
(4)	AC3	X20	AAEA	045						1	6.0		151688	A		9018					01
(5)	AC3	X20	AAEA	045						1	3.5		151689	A		9028					01
(6)	SUBSYSTEM TOTAL									2	9.5										
(7)									**	4	16.0										
(8)	AC3	X20	AAEA	42211		C	105		J	1	1.5	1.5	151687	D	AC3022699	9022					11
(9)																	MS9046A	R	020	2	12
(10)	AC3	X20	AAEA	42211		R	255		H	1	3.0	1.5	151687	B	AC3022235	9022					23
(11)	AC3	X20	AAEA	42211		T	814		O	1	1.0	1.0	151683	B	AC3022083	9022					18
(12)	AC3	X20	AAEA	42211		S	800		O	1	1.0	1.0	151683	B	AC3022085	9024					11
(13)	SUBSYSTEM TOTAL									4	6.5										
(14)	AC3	X20	AAEA	46132		C				1	8.5	4.0	151683		AC3022423	9023	1740096	00			41
(15)	SUBSYSTEM TOTAL									1	8.5										
(16)									**	5	15.0										
(17)	TEC TOTAL									9	31.0										
(18)	WC TOTAL									9	61.0										

		A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
(19)	WD TOTAL																								
(20)									1	1					2										

(21) *** 87 981.7

			01	02	03	04	05	06	07	08	09
(22)	ORG SUPPORT ACTION TOTAL	TEC									
(23)		AAEA	6.5			9.5					

Figure 3-13 Monthly Production Report (MDR-2)

3.2.6 Job Control Number (JCN) Consolidation Report (MDR-3). This report is a consolidated list, by organization, of all maintenance and TD compliance actions submitted during the month by the parent organization and the supporting activity. This report is prepared from data submitted on the VIDS/MAF Copy 1 for all TRCODEs except 00, 02, and 03. It is designed so the maintenance officer (MO) will have a comprehensive record of maintenance performed on the equipment for which the MO is responsible (Figure 3-15). This report includes all I-level maintenance performed on components removed from the organization's aircraft, SE, etc. Support actions are not included in this report. Only those actions that involved maintenance of equipment, component repair, and TD compliance are listed.

3.2.6.1 Use of this report will allow identification of:

a. The type equipment and component worked on, maintenance actions performed, description of the malfunctions, man-hours used, failed parts involved, repair activity, the date of job origination, and the date of job completion for each JCN issued by the organization.

b. The defect found in the removed component and the extent of work required to repair the defect. Also, items removed without sufficient cause (no defect found by the intermediate maintenance activity (IMA)) can be isolated. Further research may reveal poor troubleshooting techniques, inadequate test equipment, etc.

3.2.6.2 The report is sorted as follows:

a. JCNORG (major sort).

b. TEC.

c. JCN date, serial number, and suffix.

d. TRCODE.

3.2.6.3 Totals

a. A one-star total (*) is printed when there is a change in the TEC within JCNORG.

b. A two-star total (**) is printed when there is a change in the JCNORG.

3.2.6.4 Detailed data for the MDR-3 may require one to three lines of print depending on the TRCODE.

3.2.6.4.1 Line (1) will be printed for all VIDS/MAFs regardless of TRCODE.

3.2.6.4.2 Line (2) will be printed for each line entry in the Failed/Required Material Section of the VIDS/MAF that has an entry in the H-Z block. (TRCODE 12, 14, 15, 19, 24, 25, 30, 32, 41, or 47 apply.) Line (2) will be printed directly below line (1).

3.2.6.4.3 Line (3) will be printed immediately following line (1) if TRCODE is 31. If TRCODE is 32, line (3) will be printed immediately following the last line (2) or line (1) if no line (2) data was available.

3.2.6.4.4 An explanation of selected entries listed in Figure 3-15 follows (line numbers on the example do not appear on the machine report).

a. Line (1) reflects data for TRCODE 11 (on equipment work).

b. Lines (2) and (3) reflect data extracted from TRCODE 12 showing an additional category of data derived from the H-Z block of the VIDS/MAF.

c. Lines (4), (5), (6), and (7) show all three categories of data as extracted from a single JCN.

3.2.6.4.5 This report is forwarded to the MO.

MDR-3 JOB CONTROL NUMBER CONSOLIDATION REPORT JAN 89

JCNORG: AC3

	Job Control Number	Type Maintenance	Type Equipment Code	Bureau Number	Work Unit Code	Position	Action Taken	When Discovered	Malfunction Code	Fault Isolation Detection	Quantity/Items Processed	Man-hours	Elapsed Maintenance Time	Manufacturer's Code	Part Number/Serial Number/Technical Directives Compliance Identification	Action Organization	Work Center	Date	Processing	Scheduling	Repair	Awaiting Parts	Total Turn Around Time	Transaction Code
	JCN	T M	TEC	BUNO	WUC	POS	A T	W D	MAL	FID	QTY/ IP	MHRS	EMT	MFGR	PART/SER/TDC	ORG	WC	DATE	P	S	R	A	T	TR
(1)	AC3008015	S	AAEA	151633	030		0	O	000		1	.0	.0			AC3	X20	9008						11
(2)	AC3010235	B	AAEA	151686	29313		C	D	020		1	2.5	2.5			AC3	X10	9010						12
(3)							R		020		1			26512	12468H									
(4)	AC3010309	B	AAEA	151689	73632		R	D	290		1	6.0	3.0			AC3	X60	9010						23
(5)	AC3010309	B	AAEA	151689	73632		C	D	290		1	8.0	4.0			A90	X50	9012						32
(6)							R		450		1			06481	5A3									
(7)															AAM025				0	0	2	1	2	
(8)										*	4	16.5	9.5											
(9)										**	4	16.5	9.5											

Figure 3-15 Job Control Number Consolidation Report (MDR-3)

3.2.7 Technical Directive Compliance Report (MDR-4-1). This report gives a detailed list, by organization, of TD compliance during the reporting period. It is designed for the maintenance control officer as an aid in scheduling and maintaining a positive control of TD compliance (Figure 5-17).

3.2.7.1 Typical uses of this report are:

a. Providing a running account of TD compliance by TD identification, or by individual BU/SERNO.

b. Identifying total man-hours used in each TD compliance, or in all TDs combined.

c. Identifying TDs that do not apply or have been previously incorporated.

d. Identifying work centers that worked on each compliance, whether they were assisting or had primary responsibility.

3.2.7.2 The report is sorted as follows:

a. JCNORG (major sort).

b. TEC.

c. BU/SERNO.

d. TDCODE.

e. TD Basic Number (TDCBAS).

3.2.7.3 Totals

a. A one-star total (*) is printed when there is change in TD basic number,TDCode, BU/SERNO, TEC, and ORG.

b. A two-star total (**) is printed when there is a change in the BU/SERNO, TEC, or JCNORG.

c. A three-star total (***) is printed when there is a change in the TEC or JCNORG.

d. The totals under items processed (columns items processed organization (IPO) and items processed intermediate (IPI)) for TD Status Codes C, D, P, and Q indicate those TDs processed.

e. Two sets of totals (for items processed and man-hours) are provided to identify the TD compliance by both the parent organization and the supporting IMA. To obtain the entire TD compliance effort, these totals must be combined.

3.2.7.4 An explanation of selected entries listed in Figure 3-17 follows (line numbers on the example do not appear on the machine report).

a. Lines (1) through (3) show the labor performed in the completion of a TD on aircraft BUNO 151688. The primary WC was 120, with assist by WC 210. Line (3) shows that 8.0 man-hours were required to comply with the TD.

b. Line (8) shows the total TDs complied with and the TD compliance man-hours expended during the reporting period on aircraft BUNO 151688.

c. Line (20) shows the total TD compliance man-hours expended during the reporting period and the total TDs complied with on the TEC AAEA during the reporting period.

3.2.7.5 This report is forwarded to maintenance control.

MDR-4-1 TECHNICAL DIRECTIVE COMPLIANCE REPORT JAN 89

JCNORG: AC3

	Bureau Serial Number BUNO	Type Equipment Code TEC	Interim INT	Directive Code TDC	Directive Number TDC	Revision TDC	Amendment TDC	Part/Kit TDC	Work Unit Code WUC	Status Code SC	Items Processed Organizational IPO	Man-hours Organizational MHRSO	Items Processed Intermediate IPI	Man-hours Intermediate MHRSI	Elapsed Maintenance Time EMT	Maintenance Level ML	Action Date DATE	Action Organization ORG	Work Center WC	Job Control Number JCN	Job Control Number JCN	Job Control Number JCN	Transaction Code TR
(1)	151688	AAEA		50	0047			01	13300	C	1	6.0			3.0	1	9015	AC3	120	AC3	015	061	47
(2)	151688	AAEA		50	0047			01	13162	A		2.0			2.0	1	9015	AC3	210	AC3	015	061	47
(3)										*	1	8.0			5.0								
(4)	151688	AAEA		54	0046	A	1	00	64485	C	1	13.0			6.0	1	9015	AC3	220	AC3	014	112	41
(5)										*	1	13.0			6.0								
(6)	151688	AAEA		54	0046	A	2	01	64485	D	1	.5			.5	1	9015	AC3	220	AC3	014	113	41
(7)										*	1	.5			.5								
(8)										**	3	21.5			11.5								
(9)	151689	AAEA		50	0047			01	13000	C	1	8.0			4.0	1	9025	AC3	120	AC3	015	060	47
(10)	151689	AAEA		50	0047			01	13162	A		3.0			3.0	1	9025	AC3	210	AC3	015	060	47
(11)										*	1	11.0			7.0								
(12)	151689	AAEA		54	0046	A	1	00	64485	D	1	.5			.5	1	9025	AC3	220	AC3	014	111	41
(13)										*	1	.5			.5								
(14)	151689	AAEA		54	0046	A	2	01	64485	C	1	5.0			5.0	1	9025	AC3	220	AC3	014	110	41
(15)										*	1	5.0			5.0								
(16)										**	3	16.5			12.5								
(17)	151690	AAEA		66	0135			01	96A10	C			1	2.5	2.5	2	9025	A98	820	AC3	016	006	47
(18)										*			1	2.5	2.5								
(19)										**			1	2.5	2.5								
(20)										***	6	38.0	1	2.5	26.5								

Figure 3-17 Technical Directive Compliance Report (MDR-4-1)

3.2.8 Intermediate Technical Directive Compliance Report (MDR-4-2). This report provides a detailed list of TDs complied with during the reporting period. It is designed as an aid in scheduling and maintaining a positive control of TDs (Figure 3-19).

3.2.8.1 The following are typical uses of this report:

a. Provides a running account of TD compliance by TD identification to maintain a smoothly running TD program.

b. Identifies total man-hours used in each TD compliance, or in all TDs combined.

c. Identifies TDs that do not apply or have been previously incorporated.

d. Identifies work centers that worked on each TD, whether they were assisting or had primary responsibilities.

3.2.8.2 The report is sorted in the following sequence:

a. ORG (major sort).

b. TEC.

c. TD CODE.

d. TD Basic Number (TDCBAS).

e. TD status code.

f. JCN.

3.2.8.3 Totals

a. A one-star total (*) is printed on change in TDCBAS, TDCODE, TEC, or ORG.

b. A two-star total (**) is printed on change in TDCODE, TEC, or ORG.

c. A three-star total (***) is printed on change in TEC or ORG.

d. A four-star total (****) is printed on change of ORG.

3.2.8.4 An explanation of selected entries listed in Figure 3-19 follows:

a. Lines (1) through (4) depict a TD being incorporated in a S3A (TEC ASBA) basic equipment.

b. Line (5) reflects four TDCODE 50 0125 00 being complied with for a total expenditure of 6.1 man-hours. The EMT was 5.2 hours and the average man-hours per TDC was 1.5.

c. Line (10) shows 6 items processed for TEC, ASBA, and man-hours 6.9 with 6.0 hours EMT.

3.2.8.5 This report is forwarded to production control.

MDR-4-2 INTERMEDIATE TECHNICAL DIRECTIVE COMPLIANCE REPORT JAN 89

ORG: P9Z

			Technical Directive Identification				Type Equipment Code	Items Processed	Status Code	Job Control Number	Man-hours	Elapsed Maintenance Time	Maintenance Level	Serial Number	Old Part Number	New Part Number	Work Unit Code	Organization	Work Center	Date
		........TDC IDENT........							S				M		OLD	NEW				
	I	CD	BAS	R	A	PT	KT	TEC	IP	C	JCN	MHRS	EMT	L	SERIAL	PART NUMBER	PART NUMBER	WUC	ORG	WC	DATE
(1)		50	0125				00	ASBA	1	C	PL1009121	2.5	2.5	2	2720	14762-A-3A	14762-A-3B	61X1200	P9Z	610	9009
(2)		50	0125				00	ASBA	1	C	PL1009122	1.7	.8	2	1757	14762-A-3A	14762-A-3B	61X1200	P9Z	610	9009
(3)		50	0125				00	ASBA	1	C	PL1009136	1.7	1.7	2	4016	14762-A-3A	14762-A-3B	61X1200	P9Z	610	9009
(4)		50	0125				00	ASBA	1	C	PL1009157	.2	.2	2	755	14762-A-3A	14762-A-3B	61X1200	P9Z	610	9009
(5)				TDC BASIC				*	4			6.1	5.2		AVG MHRS PER TDC = 1.5						
(6)		50	0147	A			00	ASBA	1	C	PL2007210	.5	.5	2	166	07-155625100	07-155625100A	6771500	P9Z	610	9008
(7)		50	0147	A			00	ASBA	1	C	PL2007212	.3	.3	2	1554	07-155625100	07-155625100A	6771500	P9Z	610	9008
(8)				TDC BASIC				*	2			.8	.8		AVG MHRS PER TDC = .4						
(9)				TDC CODE				**	6			6.9	6.0								
(10)				TEC				***	6			6.9	6.0								
(11)				ORG				****	6			6.9	6.0								

Figure 3-19 Intermediate Technical Directive Compliance Report (MDR-4-2)

3.2.9 Maintenance Action by Bureau/Serial Number Report (MDR-5). This report consolidates all maintenance actions in BU/SERNO sequence, including SE, TD compliance, and component repair at the IMA. This report is designed to provide a history of maintenance actions by BU/SERNO and is intended for O- and I-level managers, analysts, and MOs (Figure 3-21).

3.2.9.1 Some typical uses of the report are:

a. Identification of the cost in man-hours to support a single aircraft/equipment, an aircraft system, or scheduled/unscheduled maintenance performed on the aircraft/equipment.

b. Determination of troublesome systems and subsystems as indicated by a large number of maintenance actions or repeat discrepancies.

c. Identification of the unusual expenditure of man-hours within a subsystem or BU/SERNO.

d. Identification of the lack of training/proper test equipment by subsystem from the number of no defects in records with TRCODE 31/32 by the IMA.

e. Evaluation of the maintenance effort provided by IMA to support a BU/SERNO. This is indicated by the number of items processed and man-hours expended, excluding support action items recorded on the SAF.

3.2.9.2 Trend charts for each aircraft can be plotted directly from the report using totals of items processed or man-hours for selected subsystems.

3.2.9.3 A sample report of maintenance actions by BU/SERNO is illustrated in Figure 3-21.

3.2.9.3.1 The report is sorted as follows:

a. JCNORG (major sort).
b. TEC.
c. BU/SERNO.
d. TM code.
e. AT/TD status code.
f. WUC (first four digits).

3.2.9.3.2 Totals

a. A total for SUBSYS is printed when there is a change in the first four positions of the WUC, TM, BUNO, TEC, or JCNORG.

b. A total for type maintenance is printed when there is a change in the TM, BUNO, TEC, or JCNORG.

c. A total for BU/SERNO is printed when there is a change in the BU/SERNO, TEC, or JCNORG.

d. A spread of when discovered (WD) and totals for each are printed when there is a change in the BUNO, TEC, or JCNORG.

e. A total for type equipment is printed when there is a change in TEC, or JCNORG.

f. A total for organization is printed when there is a change in JCNORG.

g. A percentage of total no defect actions for organizational maintenance activity (OMA) and IMA actions is printed when there is a change in JCNORG.

3.2.9.3.3 An explanation of selected entries listed in Figure 3-21 follows (line numbers on the example do not appear on the machine report):

a. Lines (1) through (4) show maintenance performed on subsystem WUC 4214. Line (1) shows WC X20 found no defect in component. Line (2) shows the part was repaired by IMA WC X20 in organization A9C. Line (3) shows WC X 0 replaced a component and line (4) shows 10.9 man-hours at OMA and 4.0 man-hours at IMA was required on aircraft BUNO 161011, subsystem 4214.

b. Lines (14) and (15) show a spread on when discovered codes used for aircraft BUNO 161011 during the reporting period.

c. Line (16) shows the total items processed and man-hours expended by both the OMAs and IMAs for TEC APBD.

d. Line (18) shows the total items and total percent of items, by TEC, that were reported but had no malfunction. Both OMA and IMA breakouts would be listed.

3.2.9.4 This report is forwarded to the MO.

```
MDR-5                          MAINTENANCE ACTION BY BUREAU/SERIAL NUMBER REPORT                                   JAN 89

JCNORG:    AT1

Type Equipment Code
Bureau/Serial Number
Type Maintenance
Work Unit Code
Manufacturers Code
Position
When Discovered
Action Taken
Malfunction
Fault Isolation Detection
Organization
Work Center
Items Processed Organizational
Man-hours Organizational
Elapsed Maintenance Time Organizational
Items Processed Intermediate
Man-hours Intermediate
Elapsed Maintenance Time Intermediate
Job Control Number
Date
Part Number/Technical Directive Compliance Code
Transaction Code

     TEC   BUNO  TM  WUC      MFGR  POS  WD  AT  MAL  FID  ORG  WC  IPO  MHRSO  EMTO  IPI  MHRSI  EMTI  JCN        DATE  PART/TDC     TR

(1)  APBD  161011 B  4214100              D   A   799        AT1  X20  1    3.5    3.5                     AT1008127  9008                11
(2)  APBD  161011 B  4214120  96906       A   C   127        A9C  X20                     1    4.0    2.0   AT1009131  9010  MS34721-14    31
(3)  APBD  161011 B  4214120  96906       A   R   615        AT1  X20  1    7.4    3.7                     AT1009131  9009  MS34721-14    23
(4)  SUBSYSTEM TOTAL                                                   2   10.9    7.2    1    4.0    2.0

(5)  APBD  161011 B  42153                D   A   799        AT1  X20  1    5.2    2.6                     AT1023110  9023                11
(6)  APBD  161011 B  42153                D   C   615        AT1  X20  1    2.5    2.5                     AT1027142  9028                12
(7)  SUBSYSTEM TOTAL                                                   2    7.7    5.1

(8)  APBD  161011 B  42172    47315       A   C   615        A9C  X20                     1   12.2    5.0   AT1015123  9017  223176        31
(9)  APBD  161011 B  4217K                D   C   127        AT1  X10  1    1.0    1.0                     AT1016124  9016                11
(10) APBD  161011 B  42172    47315       A   R   615        AT1  X20  1    3.0    1.5                     AT1015123  9015  223176        23
(11) SUBSYSTEM TOTAL                                                   2    4.0    2.5    1   12.2    5.0

(12) TM TOTAL                                                          6   22.6   14.8    2   16.2    7.0

(13) BUNO TOTAL                                                        6   22.6   14.8    2   16.2    7.0

(14) WD TOTAL   A   B   C   D   E   F   G   H   J   K   L   M   N   O   P   Q   R   S   T   U   V   W   X   Y   Z
(15)            2           4

(16) TEC TOTAL                                                         6   22.6   14.8    2   16.2    7.0

(17) ORG TOTAL                                                         6   22.6   14.8    2   16.2    7.0

(18) NO DEFECTS TOTAL      ORG TOTAL    2     ORG PERCENT     33.3      INT TOTAL    0     INT PERCENT    .0
```

Figure 3-21 Maintenance Action by Bureau/Serial Number Report (MDR-5)

3.2.10 Maintenance Action by System and Component Report (MDR-6). This report consolidates all maintenance actions by component, including TD compliance, and SAFs submitted by each action organization during a reporting period. The report is prepared and provided to the MO. It is intended for the use of maintenance managers (Figure 3-23).

3.2.10.1 Some typical uses of the report are:

a. Identification of total man-hours used for each type of support maintenance.

b. Identification of troublesome systems or components within systems is indicated by a large number of maintenance actions or excessive man-hours expended for that system or component. Repeat BU/SERNOs are also easily identified.

c. Evaluation of the action taken sequence to determine excessive no defect or cannibalization which can then be related to training, test equipment, or a lack of supply support.

d. Comparison of man-hours used in the upkeep of each specific type of equipment to determine the cost in man-hours of maintaining a particular type equipment, system, or subsystem, or of isolating components that might be causing the entire system to consume high man-hours.

e. Comparison of job origination date (within the JCN) to the action date to determine whether the number of days that a particular job was in progress was excessive.

f. Selection of repeat failure items to establish the cause of the failures, for example, structural design or improper maintenance.

g. Determination of the TD actions completed within each subsystem for each aircraft which are indicated by TD CODE.

3.2.10.2 The report is sorted as follows:

a. Action ORG (major sort).
b. TEC.
c. Support action code.
d. TM code (SAF only).
e. WUC.
f. AT code.
g. MAL code.
h. JCN.

3.2.10.3 Totals

a. A total for COMPONENT is printed when there is a change in the last three digits of the WUC, or first four digits of WUC within TEC and ORG. A total is printed when there is a change in the first two positions of the support code.

b. A total for SUBSYS is printed when there is a change in the WUC (first four characters), TEC, or ORG.

c. A spread of AT and totals for each are printed when there is a change in the WUC (first four digits), TEC, or ORG.

d. A total for TYPE EQUIPMENT is printed when the TEC or ORG changes.

e. A spread of WD and totals for each are printed when the TEC or ORG changes.

3.2.10.4 An explanation of selected entries listed in Figure 3-23 follows (line numbers on the example do not appear on the machine report):

a. Line (5) is a summary of SAFs submitted that document repetitive type support inspections (support action code 03 and TM codes C and D). A total of 212 inspections were completed with a total of 261.2 man-hours expended.

b. Lines (9) through (11) represent maintenance actions on WUC 4231100 with line (12) showing the totals for this WUC.

c. Line (16) shows the totals for subsystem 4231 and the average number of man-hours expended for each maintenance action (MH/IP = 3.0).

d. Lines (17) and (18) are spreads of ATs with total items processed by action taken within each subsystem. (If TRCODE is not 31, 32, 41, or 47.)

e. Line (24) shows the total items processed and man-hours expended by type equipment.

f. Lines (25) and (26) show a spread of when discovered codes and totals for each by type equipment. (If TRCODE is not 31, 32, 41 or 47.)

3.2.10.5 This report is forwarded to all maintenance managers.

Work Unit Code
Position
Type Equipment Code
Bureau/Serial Number
Action Taken
Malfunction
Fault Isolation Detection
When Discovered
Type Maintenance
Items Processed
Man-hours
Elapsed Maintenance Time
Job Control Number
Completion Date
Manufacturer's Code
Part Number/Technical Directive Compliance Code
Work Center
Transaction Code

```
MDR-6                        MAINTENANCE ACTION BY SYSTEM AND COMPONENT REPORT                                      JAN 89
ORG:  AT1

     WUC           POS  TEC   BUNO     AT   MAL  FID  WD  TM    IP MHRS   EMT   JCN        DATE  MFGR   PART/TDC         WC    TR

(1)  011                APBD                              A    215 289.3                                                 X10   01
(2)  COMPONENT TOTAL                                           215 289.3

(3)  031                APBD                              C    120 142.5                                                 X10   01
(4)  032                APBD                              D     92 118.7                                                 X10   01
(5)  COMPONENT TOTAL                                           212 261.2
(6)  SUBSYSTEM TOTAL                                           427 550.5
(7)  AT TOTAL      A    B    C    E    J    K    L    N    P    Q    R    S    T    Y    Z    0
(8)  TEC TOTAL                                                 427 550.5
(9)  4231100            APBD  161011   A    799       D   B      1   1.3   1.3  AT1004121  9004                          X20   11
(10) 4231100            APBD  161012   C    127       D   B      1   1.0    .5  AT1010276  9011                          X20   11
(11) 4231100            APBD  161013   R    374       B   B      1   4.4   2.2  AT1023317  9024  96906  MS24213-Q42      X20   23
(12) COMPONENT TOTAL                                             3   6.7   4.0

(13) 4231210            APBD  161005   A    127       D   B      1   4.8   2.4  AT1007537  9008                          X20   11
(14) 4231210            APBD  161010   C    070       J   D      1   3.6   1.2  AT1027426  9027                          X20   11
(15) COMPONENT TOTAL                                             2   8.4   3.6
(16) SUBSYSTEM TOTAL                                             5  15.1   7.6  MH/IP - 3.0

(17) AT TOTAL      A    B    C    E    J    K    L    N    P    Q    R    S    T    Y    Z    0
(18)               2         2                                       1

(19) 42810              APBD  161007   C    615       M   G      1   6.6   3.3  AT1018A08  9018                          X20   11
(20) COMPONENT TOTAL                                             1   6.6   3.3

(21) SUBSYSTEM TOTAL                                             1   6.6   3.3  MH/IP - 6.6

(22) AT TOTAL      A    B    C    E    J    K    L    N    P    Q    R    S    T    Y    Z    0
(23)                         1

(24) TEC TOTAL                                                   6  21.7  10.9

(25) WD TOTAL      A    B    C    D    E    F    G    H    J    K    L    M    N    O    P    Q    R    S    T    U    V    W    X    Y
(26)                    1         3                        1              1
```

Figure 3-23 Maintenance Action by System and Component Report (MDR-6)

3.2.11 Component Repair/Beyond Capability of Maintenance (BCM) Report (MDR-7). This report provides a spread of AT codes for maintenance actions taken by the I-level and provides the MO and the maintenance/material control officer with an overview of the entire production effort of the activity by work center and WUC within a type equipment (Figure 3-25).

3.2.11.1 The basic design of this report is to determine percentages of items not repaired, items received that required no repair, and items that were repaired. Typical uses of the report by the maintenance managers are as follows:

a. Determination of the percentage of the total components processed in an IMA that are not repaired. Divide the BCM total by the total items processed.

b. Determination of the percentage of the components received in an IMA that do not require any repair. Divide the AT Code A total by the total number of items processed.

c. Determination of the percentage of components received in an IMA that were returned to the SSC in an ready for issue (RFI) condition. Divide the total number of items repaired by the total items processed.

d. Identification of a squadron responsible for a high number of processed components that do not require repair. First, determine whether a component, identified by a manufacturer's code and part number, appears to have a large percentage of no repair required, AT Code A. Then check each activity to see whether the manufacturer's code and part number appear. Check the total A actions against total actions to see whether they appear too high.

e. Determination of the percentage of items that were not repaired because of a lack of spare parts. Divide the total AT Code 4, by the total items not repaired.

f. Determination of the repair capability of individual work centers. Divide the total items repaired by the total items processed.

g. Determination of the total man-hours and elapsed maintenance time expended in the repair of an item identification by a WUC.

h. A comparison between the number of actions taken within a WUC by totals for part numbers will indicate the ratio of actions taken.

i. Extract totals for each BCM action, repair action, and total items processed within an organization, division, work center, and WUC within a type equipment.

3.2.11.2 The report is sorted as follows:

a. Action ORG (major sort).
b. WC code.
c. JCNORG.
d. WUC.
e. TEC.
f. Part number.

3.2.11.3 Totals:

a. A total for each action taken code, BCM actions, repair actions, and items processed is printed each time the part number changes.

b. A total is printed each time the type equipment changes within a WUC.

c. A total is printed each time the JCNORG changes within a WUC.

d. A total for a work center is printed upon each change in work center code or ORG.

e. A total for a division is printed upon each change in WC (first digit), or ORG.

f. A total for the organization is printed each time the organization code changes.

3.2.11.4 An explanation of selected entries listed in Figure 3-25 follows:

a. Lines (5) through (7). These three lines indicate the number of each type of repair and BCM actions for each part number within an assembly (WUC).

b. Lines (2), (4), (8), and (10). These four lines show the number of each type of repair and BCM actions for each type equipment within a WUC.

c. Line (11). This line shows a total of each type of repair and BCM actions for each work center.

d. Line (12). This line indicates the number of each type of repair and BCM actions for each division (first digit of the work center code).

e. Line (13). This line indicates the total number of repair and BCM actions completed by the organization during the reporting period.

3.2.11.5 This report will be forwarded by quality assurance/analysis QA/A to the maintenance managers.

MDR-7 COMPONENT REPAIR/BEYOND CAPABILITY OF MAINTENANCE REPORT JAN 89

ORG: A9F

	Action Organization	Job Control Number	Work Center	Work Unit Code	Position	Type Equipment Code	Manufacturer's Code	Part Number	Total Items Not Repaired																Total Items Repaired	Other Codes	Total Items Processed	Total Man-hours	Total EMT
	ORG	JCNORG	WC	WUC	POS	TEC	MFGR	PART	1	2	3	4	5	6	7	8	9	BCM	A	B	C	J	K	Z	RPR	OTH	TOT	MH	EMT
(1)	A9F	AT1	431	3251366		APBD	94585	TF3400-4													1				1		1	2	1
(2)				WUC/TEC/JCNORG TOTAL																	1				1		1	2	1
(3)	A9F	AT3	431	325136C		APBD	54112	390897-2	1									1									1	4	2
(4)				WUC/TEC/JCNORG TOTAL					1									1									1	4	2
(5)	A9F	AT5	431	3251200		APBC	54331	4418-31													1				1		1	1	1
(6)	A9F	AT5	431	3251200		APBC	54331	4418-32													3				3		3	5	4
(7)	A9F	AT5	431	3251200		APBC	54331	4418-33A													1				1		1	1	1
(8)				WUC/TEC/JCNORG TOTAL																	5				5		5	7	6
(9)	A9F	AT5	431	3251200		APBD	54331	4418-33A				1					1	2	1		2				3		5	14	10
(10)				WUC/TEC/JCNORG TOTAL								1					1	2	1		2				3		5	14	10
(11)						WC TOTAL			1			1					1	3	1		8				9		12	27	19
(12)						DIVISION TOTAL			1			1					1	3	1		8				9		12	27	19
(13)						ORGANIZATION TOTAL			1			1					1	3	1		8				9		12	27	19

Figure 3-25 Component Repair/Beyond Capability of Maintenance Report (MDR-7)

3.2.12 Failed Parts/Parts Required Report (MDR-8). This report is prepared from data submitted on VIDS/MAFs with TRCODE 12 or 32 and a MAL code (not 000) entered in the (H-Z) Failed/Required Material block (Figure 3-27). This report is intended for the MO, material control officer, and work center supervisors. Some typical uses of the report are:

a. Total number of parts used in repair.

b. Part numbers that indicate a high AWP time.

3.2.12.1 The report is sorted as follows:

a. Action ORG (major sort).

b. Part number (H-Z).

c. WUC.

d. WC code.

e. TEC.

f. AT code (H-Z).

3.2.12.2 A total for PART is printed when there is a change in the part number, WUC, WC, or ORG.

3.2.12.3 An explanation of selected entries listed in Figure 3-27 follows (line numbers on the example do not appear on the machine report).

a. Lines (1) and (2). The WUC (7363100) listed in WUC column identifies the item repaired (as recorded in block A22 of the VIDS/MAF).

b. The part number 3537A-0 and manufacturer's code (82227) shown, identify this item as a failed part, as recorded in the (H-Z) Failed/Required Material block. The entries in columns QTY, MAL, and AT apply to the failed parts.

3.2.12.4 This report is forwarded by QA/A to maintenance managers.

MDR-8 FAILED PARTS/PARTS REQUIRED REPORT JAN 89

ORG: A9D

	Action Organization ORG	"Work Center WC	Work Unit Code WUC	Position POS	Type Equipment Code TEC	Type Maintenance TM	Action Taken AT	Malfunction MAL	When Discovered WD	Bureau/Serial Number BUNO	Part Number PART	Manufacturer's Code MFGR	Reference Symbol REFSYM	Quantity QTY	Job Control Number JCN	Completion Date DATE	Priority PRI	Date Ordered DATE ORD	Requisition Number REQN	Date Received DATE RECD	Failed Parts F P	Awaiting Parts Indicator A W	Transaction Code TR
(1)	A9D	650	7363100		AAEA	B	R	649	D	141687	3537A-0	82227	527	1	AC3007626	9008	03	9007	G973	9007	1		32
(2)	A9D	650	7363100		AAEC	B	R	561	H	151776	3537A-0	82227	527	1	AB3020622	9029	03	9021	G735	9029	1	1	32
(3)												PART TOTAL		2									
(4)	A9D	650	7363200		AAEA	B	R	450	D	151687	866542	49671	523	1	AC3004763	9008	03	9005	G974	9007	1	1	32
(5)	A9D	650	7363200		AAEA	G	R	450	M	151689	866542	49671	523	1	AC3010A17	9029	03	9010	G988	9028	1	1	32
(6)	A9D	650	7363200		AAEC	B	4	602	E	151778	866542	49671	523	1	AC3023844	9030	03	9029	G910	9029	1	1	32
(7)												PART TOTAL		3									
(8)	A9D	650	73X2P00		AAEA	B	R	958	D	151776	866554	29146	381	1	AC3006612	9029	03	9006	G975	9028	1	1	32
(9)	A9D	650	73X2P00		AAEA	B	R	064	H	151778	866554	29146	381	1	AC3010819	9018	03	9011	G990	9011	1		32
(10)	A9D	650	73X2P00		AAEC	B	R	450	D	151834	866554	29146	381	1	AC3019436	9028	03	9019	G907	9027	1	1	32
(11)	A9D	650	73X2P00		AAEC	Q	R	602	N	151879	866554	29146	381	1	AB3022B20	9027	03	9022	G744	9026	1	1	32
(12)												PART TOTAL		4									
(13)	A9D	650	73X4C10		AAEA	B	R	450	D	151776	869993	72726	734	1	AC3019437	9028	03	9019	G908	9027	1	1	32
(14)	A9D	650	73X4C10		AAEC	B	R	561	D	151778	869993	72726	734	1	AB3022921	9027	03	9022	G745	9026	1	1	32
(15)												PART TOTAL		2									

Figure 3-27 Failed Parts/Parts Required Report (MDR-8)

3.2.13 Repair Cycle Data Report (MDR-9). This monthly report is a detailed list, by organization, showing the number of days of turnaround time (TAT) and the elements that compose the TAT for each repairable component processed through the I-level as documented on the VIDS/MAF, or Metrology Equipment Recall (METER) card (Green Copy) TRCODE 31 or 32 (Figure 3-29).

3.2.13.1 Typical uses of the report are:

a. Analysis of elements composing the turnaround time for repairable components.

b. Determination of job standards.

c. Identification of delays encountered in the repair cycle with resulting indications of areas to be investigated to reduce processing/repair delays.

d. Identification by component serial number of components that appear repeatedly in the I-level repair cycle.

e. A cumulative frequency distribution of total TATs in days, by number of component shown RFI or BCM.

3.2.13.2 The report is sorted in the following sequence:

a. Action ORG (major sort).

b. WC code.

c. Part number.

d. TEC.

e. Serial number.

f. AT code.

g. TRCODE.

3.2.13.3 Items processed is given for each component serial number, and totaled for TEC, part number, work center, and the organization.

3.2.13.4 TAT is expressed in total number of days for each serial number and averaged for type equipment, part number, work center, and organization. TATs are broken down in columns headed PRO, SCH, REP, AWP, WORK, IMA, and TOT as follows:

a. PRO - Processing Time. The time between actual removal of the component and its turn-in to the aeronautical material screening unit (AMSU) of the IMA.

b. SCH - Scheduling Time. The time between receipt of the component by AMSU and induction into a work center for repair.

c. REP - Repair Time. The time between induction of the component into a work center and completion of the RFI/BCM action, less any awaiting parts time, that is, the actual time devoted to repair.

d. AWP - Awaiting Parts Time. The time during which the component was not being worked on while awaiting repair parts not available locally.

e. WORK - In Work Time. The total time between time work started on the component and completion of the RFI/BCM, that is, the sum of repair time (column REP), and awaiting parts time (column AWP).

f. IMA TAT. The total time required to complete the maintenance action within the IMA. This is the sum of scheduling time (column SCH) and in work time (column WORK).

g. Total TAT. The total time required to complete the maintenance actions, from initial removal to final RFI or BCM determination. This is the sum of processing time (column PRO), scheduling time (column SCH), and in work time (column WORK).

h. The last page of the report will be a summation showing the number of days required to complete an RFI/BCM action. Each category of TAT (0-3, 4-10, etc.) is followed by the total number of actions performed within this time. The lower portion of Figure 3-29 shows this summation.

3.2.13.5 Totals.

a. A total and average for TEC is printed each time there is a change in TEC, PART, WC, TRCODE, or ORG.

b. A total and average for PART is printed each time there is a change in PART, WC, or ORG.

c. A total and average for WC is printed each time there is a change in WC, or ORG.

d. A total and average for ORG is printed each time there is a change in ORG.

e. A TAT summation is printed after printing ORG total.

3.2.13.6 An explanation of a selected entry in Figure 3-29 shows line (1) with a four day TAT for part serial number 1063 in W/C 610.

3.2.13.7 This report is forwarded by QA/A to the maintenance managers.

MDR-9 REPAIR CYCLE DATA REPORT JAN 89

ORG: A9D

Action Organization ORG	Work Center WC	Part Number PART	Type Equipment Code TEC	Component Serial Number SER	Job Control Number JCN	Work Unit Code WUC	Malfunction Code MAL	Items Processed IP	Action Taken AT	Transaction Code TR	Elapsed Maintenance Time EMT	Man-hours MHRS	Processing PRO	Scheduling SCH	Repair REP	Awaiting Parts AWP	In Work WORK	IMA TAT IMA	Total Turnaround Time TOT	Completion Date DATE
A9D	610	1267	AAEA	1063	AC3003022	7236400	127	1	C	31	8.4	16.8	3		1		1	1	4	9008
A9D	610	1267	AAEA	2276A	AC3003214	7236400	255	1	C	32	4.4	13.2	1		1	1	2	2	3	9008
A9D	610	1267	AAEA	4322	AC3004110	7236400	962	1	C	32	1.8	5.4		1	1		1	2	2	9009
TEC TOTAL								3			14.6	35.4	4	1	3	1	4	5	9	
TEC AVERAGE													1.3	.3	1.0	.3	1.3	1.7	3.0	
A9D	610	1267	AAEC	78	AC3003021	7236400	806	1	A	31	1.1	2.2			1		1	1	1	9007
A9D	610	1267	AAEC	965A	AC3004421	7236400	127	1	C	32	1.7	5.1			1		1	1	1	9012
TEC TOTAL								2			2.8	7.3			2		2	2		
TEC AVERAGE													.0	.0	1.0	.0	1.0	1.0	1.0	
PART NUMBER TOTAL								5			17.4	42.7	4	1	5	1	6	7	1	
PART NUMBER AVERAGE													.8	.2	1.0	.2	1.2	1.4	2.2	
WORK CENTER TOTAL								5			17.4	42.7	4	1	5	1	6	7	11	
WORK CENTER AVERAGE													.8	.2	1.0	.2	1.2	1.4	2.2	
ORG TOTAL								3064			734.5	11466.4	3370	2451	4289	7660	11949	14400	17770	
ORG AVERAGE													1.1	.8	1.4	2.5	3.9	4.7	5.8	

TOTAL TIME IN DAYS	0-3		4-10		11-20		21-30		31-60		61-90		91-120		121-150		OVER 150	
	RFI	BCM	RFI	BCM	RFI	BCM	RFI	BCM	RFI	BCM	RFI	BCM	RFI	BCM	RFI	BCM	RFI	BCM
	1265	616	317	140	230	83	61	51	108	58	48	23	15	8	13	1	18	9

Figure 3-29 Repair Cycle Data Report (MDR-9)

3.2.14 Foreign Object Damage (FOD) Report (MDR-10). This report is used to measure the maintenance effort attributable to FOD. Components replaced, repaired, condemned, etc., can be identified by data in the MDR file. Indirectly, the report reflects housekeeping conditions (cleanliness of ramps, runways, hangar area, etc.) or the maintenance proficiency of personnel (adherence to proper maintenance practices) (Figure 3-31).

3.2.14.1 The source of data for this report is the VIDS/MAF (excluding TRCODE 72) which contains MAL code 301. Records entered from VIDS/MAFs submitted by the supporting IMA as well as those submitted by the organization itself are included in the report.

3.2.14.2 The report is sorted as follows:

a. JCN.

b. TEC.

c. WUC.

3.2.14.3 A one-star total (*) is printed for each change in TEC or JCNORG, and two-star totals (**) are printed for each change in the JCNORG.

3.2.14.4 An explanation of a selected entry listed in Figure 3-31 follows: Lines (1), (2), and (3) reflect the repair cycle of WUC 11421 which was damaged by FOD. Line (1) shows O-level maintenance effort, line (2) shows I-level maintenance effort, and line (3) shows replaced part. Note that a space appears each time there is a change in the JCN. This space is used to group all data applying to the same job. For instance, the first three lines of the sample report represent data applying to the same maintenance action (removal and subsequent repair of a component identified by WUC 11421). These three lines constitute one FOD occurrence (not three) since all data pertain to the same component.

MDR-10 FOREIGN OBJECT DAMAGE REPORT JAN 89

ORG: AC3

	Work Unit Code WUC	Position POS	Type Equipment Code TEC	Bureau/Serial Number BUNO	When Discovered WD	Type Maintenance TM	Action Taken AT	Malfunction MAL	Fault Isolation Detection FID	Items Processed IP	Man-hours MHRS	Manufacturers Code MFGR	Part Number PART NUMBER	Reference Symbol REFSYM	Job Control Number JCN	Action Organization ORG	Work Center WC	Completion Date DATE	Transaction Code TR
(1)	11421		AAEA	151687	E	B	R	301		1	4.5	26512	128H100555		AC3022622	AC3	120	9022	23
(2)	11421		AAEA	151687	E	B	C	301		1	12.0	26512	128H100555		AC3022622	A9D	540	9023	32
(3)							R	301				26512	128H41	215					
(4)	14814		AAEA	151688	E	B	C	301		1	2.5				AC3022629	AC3	120	9022	11
(5)	23500		AAEA	151689	J	B	C	301		1	5.0				AC3024024	AC3	110	9024	12
(6)							0	000				JHHA1	673498 E1425						
(7)	23500		AAEA	151689	C	B	R	301		1	16.0	JHHA1			AC3025123	AC3	110	9026	23
(8)	23500		AAEA	151689	C	B	C	301		1	122.0	JHHA1			AC3025123	A9D	410	9026	32
(9)							R	301				73481	135HA10						
(10)	2358100		AAEA	151690	J	B	R	301		1	2.0	77224	184A150		AC3025127	AC3	110	9026	25
(11)								000				JHHA1	673473 E0258						
(12)	2358100		AAEA	151690	J	B	C	301		1	10.0	77224	184A150		AC3025127	A9D	410	9026	32
(13)							R	301				77224	184A150-1						
(14)									*	8	174.0								
(15)									**	8	174.0								

Figure 3-31 Foreign Object Damage Report (MDR-10)

3.2.15 Corrosion Control/Treatment Report (MDR-11). This report is designed for monitoring the Corrosion Control Program or for investigating the amount of corrective corrosion treatment necessary. Support Action Code 04 and MAL Code 170 are the two sources of information. It is a simple matter to determine whether any specific portion of the aircraft, by WUC, needs a better corrosion control program (Figure 3-33).

3.2.15.1 The report is sorted as follows:

a. Action ORG (major sort).

b. TEC.

c. BU/SERNO.

d. WUC/support action code.

3.2.15.2 Totals

a. A one-star (*) total is printed for each change of WUC/support action code (first two positions), BU/SERNO, TEC, or ORG.

b. A two-star (**) total is printed for each change in BU/SERNO, TEC, or ORG.

c. A three-star (***) total is printed for each change in ORG.

3.2.15.3 An explanation of a selected entry listed in Figure 3-33 follows. Line (6) is a summary of SAFs submitted that represent man-hours used in corrosion prevention on aircraft 151692.

MDR-11 CORROSION CONTROL/TREATMENT REPORT MAY 89

ORG: AC3

	Work Unit Code WUC	Position POS	Type Equipment Code TEC	Bureau/Serial Number BUNO	When Discovered WD	Type Maintenance TM	Action Taken AT	Malfunction MAL	Fault Isolation Detection FID	Items Processed IP	Man-hours MHRS	Elapsed Maintenance Time EMT	Maintenance Level ML	Completion Date DATE	Manufacturers Code MFGR	Part Number PART NUMBER	Action Organization ORG	Work Center WC	Job Control Number JCN	Transaction Code TR
(1)	040		AAEA	151692		A				23	61.5		1				AC3	X10		01
(2)	041		AAEA	151692		A				21	15.0		1				AC3	X2A		01
(3)	045		AAEA	151692		A				6	5.0		1				AC3	X60		01
(4)	048		AAEA	151692		A				8	10.0		1				AC3	X3A		01
(5)	049		AAEA	151692		A				2	6.0		1				AC3	X10		01
(6)									*	60	97.5									
(7)	1111C		AAEA	151692	F	B	Z	170		2	4.0	4.0	1	9122			AC3	X2A	AC3122636	11
(8)	1111C		AAEA	151692	J	D	Z	170		1	1.0	1.0	1	9122			AC3	X2A	AC3122011	11
(9)	1111C		AAEA	151692	M	G	Z	170		1	1.0	1.0	1	9122			AC3	X2C	AC3122A30	11
(10)									*	4	6.0	6.0								
(11)	11930		AAEA	151692	J	D	Z	170		1	3.5	3.5	1	9122			AC3	X2C	AC3122012	11
(12)									*	1	3.5	3.5								
(13)	11221		AAEA	151692	F	B	Z	170		1	2.0	2.0	1	9122			AC3	X10	AC3122637	11
(14)	11221		AAEA	151692	R	B	Z	170		1	1.5	.9	1	9122			AC3	X10	AC3122009	11
(15)									*	2	3.5	2.9								
(16)	2951C		AAEA	151692	J	D	Z	170		1	3.0	1.5	1	9122			AC3	X10	AC3122265	11
(17)	2951C		AAEA	151692	J	D	Z	170		1	3.0	3.0	1	9122			AC3	X10	AC3122061	11
(18)									*	2	6.0	4.5								
(19)									**	69	116.5	16.9								
(20)									***	69	116.5	16.9								

Figure 3-33 Corrosion Control/Treatment Report (MDR-11)

3.2.16 No Defect Report (MDR-12). This report shows the amount of time and effort expended on maintenance for which there is no malfunction or alleged malfunction, for example, MAL Codes 127, 281, 282, 799, 800, 804, 805, 806, 807, 811, 812, 813, 814 and AT Code of A, J, P, Q, S, or T and TRCODE is not equal to 41, 47, or 72 (Figure 3-35).

3.2.16.1 This report may be used to determine:

a. Reported malfunctions that were either nonexistent or could not be duplicated.

b. Man-hours used in cannibalization.

c. Man-hours expended in removing or installing items with no known malfunction, solely to facilitate other maintenance.

d. Items removed/installed because of time change or scheduled maintenance.

e. Items removed/installed because of TD compliance.

f. Items removed as part of a matched system.

3.2.16.2 The report is sorted as follows:

a. Action ORG (major sort).

b. MAL code.

c. TEC.

d. WUC.

e. AT code.

f. JCNORG.

3.2.16.3 Totals

a. A one-star (*) total is indicated at each change in JCNORG, AT, WUC (first two positions), or TEC.

b. A two-star (**) total is indicated at each change in MAL.

c. A three-star (***) total is indicated at each change in ORG.

3.2.16.4 An explanation of a selected entry listed in Figure 3-35 follows. Line (9) shows removal/reinstallation of component (1122110) to facilitate other maintenance with no defect.

MDR-12 NO DEFECT REPORT JAN 89

ORG: AC3

	Work Unit Code	Position	Type Equipment Code	Bureau/Serial Number	When Discovered	Type Maintenance	Action Taken	Malfunction	Fault Isolation Detection	Items Processed	Man-hours	Elapsed Maintenance Time	Maintenance Level	Completion Date	Manufacturer's Code	Part Number	Serial Number	Work Center	Job Control Number	Transaction Code
	WUC	POS	TEC	BUNO	WD	TM	AT	MAL	FID	IP	MHRS	EMT	ML	DATE	MFGR	PART NUMBER	SERIAL	WC	JCN	TR
(1)	11910		AAEA	151687	E	B	A	799		1	1.5	1.5	1	9022				X20	AC3022431	11
(2)	11A10		AAEA	151687	E	B	A	799		1	.5	.5	1	9022				X20	AC3022435	11
(3)	11A21		AAEA	151685	J	D	A	799		1	1.0	1.0	1	9022				X20	AC3022102	11
(4)									*	3	3.0	3.0								
(5)	29310		AAEA	151689	J	D	A	799		1	1.0	1.0	1	9022				X10	AC3022112	11
(6)	29620		AAEA	151687	B	B	A	799		1	.5	.5	1	9022				X10	AC3022361	11
(7)									*	2	1.5	1.5								
(8)									**	5	4.5	4.5								
(9)	1122110		AAEA	151686	O	B	S	800		1	3.0	1.5	1	9022				X30	AC3022023	11
(10)									*	1	3.0	1.5								
(11)									**	1	3.0	1.5								
(12)	12110		AAEA	151698	O	B	S	804		1	3.5	1.5	1	9022				X30	AC3022315	11
(13)									*	1	3.5	1.5								
(14)									**	1	3.5	1.5								
(15)	51114		AAEA	151686	O	B	T	814		1	1.0	1.0	1	9022	06275	A2165	193742	X20	AC3022019	18
(16)	51114		AAEA	151686	O	B	T	814		1	1.0	1.0	1	9022	82430	18744	BAH1990	X20	AC3022020	18
(17)									*	2	2.0	2.0								
(18)									**	2	2.0	2.0								
(19)									***	9	13.0	9.5								

Figure 3-35 No Defect Report (MDR-12)

3.2.17 When Malfunction Was Discovered Report (MDR-13). This report shows the action taken by category of each when discovered code. The MDR-13 is prepared from data submitted on the METER card and VIDS/MAF excluding TRCODEs 00, 02, 03, and 72. Data is also excluded from this report when the first two characters of the WUC are 03 (inspections) or 04 (corrosion). This report is intended for the MO (Figure 3-37).

3.2.17.1 Some typical uses of the report are:

a. Determine how many abort malfunctions were caused by mechanical failures, what caused them, whether these malfunctions were discovered before flight or while in flight, and whether they could have been eliminated by better inspections.

b. Identify the number of items processed, or man-hours expended, as a result of discrepancies discovered during acceptance checks on recently assigned aircraft, and whether it appears that there was an abnormal amount of work required.

c. Identify the number of malfunctions discovered during functional check flights. (A large number may indicate improper maintenance procedures or poorly trained personnel.)

3.2.17.2 The report is sorted as follows:

a. Action ORG (major sort)

b. TEC.

c. WD code.

d. WUC.

e. MAL code.

f. AT code.

g. JCNORG.

3.2.17.3 Totals

a. Minor totals are not indicated with an asterisk (*) on this report since each line is a summation.

b. A two-star total (**) is printed each time there is a change in WD or WUC (first two positions), TEC, or ORG.

c. A three-star total (***) is printed when there is a change in the WD, TEC, or ORG.

d. A four-star total (****) is printed when there is a change in the TEC or action ORG code.

e. In conjunction with the three-star (***) total, a detailed list of alphabetical AT codes within that WD code is shown. Numerical action taken codes are grouped under Code 0 (for other) on the report.

3.2.17.4 An explanation of selected entries in Figure 3-37 follows (line numbers on the example do not appear on the machine report):

a. Lines (6) through (17) show that a total of seven line entries indicating 11 maintenance actions occurred with WD Code D.

b. Lines (18) through (19) summarize the WD Code D actions above by action taken code. Line (19) shows a total of 11 IP with WD code D. Of these, 3 items had AT Code B, 2 items had AT Code C, and 6 items had AT Code R.

3.2.17.5 This report is forwarded to the MO.

```
MDR-13                        WHEN MALFUNCTION WAS DISCOVERED REPORT                         JAN 89
ORG:  AC3

        Type Equipment Code
                When Discovered
                      Work Unit Code
                                Position
                                     Action Taken
                                          Malfunction Description
                                                Fault Isolation Detection
                                                      Job Control Number Organization
                                                               Action Organization
                                                                             Items Processed
                                                                                  Man-hours
                                                                                         Elapsed Maintenance Time
        TEC     WD    WUC       POS  AT   MAL   FID   JCNORG   ACTORG              IP   MHRS   EMT

 (1)    AAEA    B     76931          R    561         AC3      AC3                  2    1.0    1.0
 (2)    AAEA    B     76931          C    127         AC3      AC3                  5    5.0    5.0
 (3)                                                                          **    7    6.0    6.0
 (4)    A   B   C  J  K  L  N  P  Q  R    S  T  Y  Z  0
 (5)            5                    2                                       ***    7    6.0    6.0

 (6)    AAEA    D     29313          C    167         AC3      AC3                  1    4.0    2.0
 (7)    AAEA    D     29313          R    020         AC3      AC3                  1    6.0    3.0
 (8)                                                                          **    2   10.0    5.0
 (9)    AAEA    D     41171          R    167         AC3      AC3                  1    6.0    3.0
(10)                                                                          **    1    6.0    3.0
(11)    AAEA    D     46634          B    105         AC3      AC3                  3    2.5    2.5
(12)    AAEA    D     46634          C    070         AC3      AC3                  1     .5     .5
(13)                                                                          **    4    3.0    3.0
(14)    AAEA    D     72361          R    383         AC3      AC3                  2    1.5    1.5
(15)                                                                          **    2    1.5    1.5
(16)    AAEA    D     73364          R    383         AC3      AC3                  2    1.5    1.5
(17)                                                                          **    2    1.5    1.5
(18)    A   B   C  J  K  L  N  P  Q  R    S  T  Y  Z  0
(19)        3   2                    6                                       ***   11   22.0   14.0

(20)    AAEA    E     11921          B    381         AC3      AC3                  3   12.0    5.0
(21)    AAEA    E     11921          C    381         AC3      AC3                  2   10.0   10.0
(22)    AAEA    E     11921          R    381         AC3      AC3                  1    6.0    3.0
(23)                                                                          **    6   28.0   18.0
(24)    A   B   C  J  K  L  N  P  Q  R    S  T  Y  Z  0
(25)        3   2                    1                                       ***    6   28.0   18.0
(26)                                                                        ****   24   56.0   38.0
```

Figure 3-37 When Malfunction Was Discovered Report (MDR-13)

3.3 Subsystem Capability and Impact Reporting (SCIR). SCIR reports show an equipment's mission capability. These reports are prepared from VIDS/MAF documents which have a valid equipment operational capability (EOC) code in the Repair Cycle or Maintenance/Supply Record section. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details for SCIR reports.

3.3.1 Monthly Equipment Discrepancy and Utilization Report (SCIR-3). This report is designed to show, by BU/SERNO, the total number of discrepancy hours limiting the equipment from performing its assigned mission or function during the reporting period. This report also denotes equipment utilization. All TRCODEs are candidates for generating this report except TRCODEs 30, 31, 32, or 39, and all TM codes which are equal to F but are not equal to TRCODE 72. The report is designed for the MO and may be used to determine the impact of maintenance/supply on the mission capability of the equipment. Equipment in/out of service hours, flight hours, and number of flights are also portrayed. Total SCIR hours are the accumulation of all SCIR related gripe life hours extracted from the VIDS/MAF by BU/SERNO (Figure 3-39).

3.3.1.1 The SCIR-3 is sorted as follows:

a. JCNORG.

b. TEC.

c. BU/SERNO.

3.3.1.2 All detail lines are double spaced and are a summation of BU/SERNO within TEC and ORG.

3.3.1.3 A one-star (*) total is entered upon a change in TEC.

3.3.1.4 A two-star (**) total is entered upon a change in JCNORG.

3.3.1.5 An explanation of selected entries illustrated in Figure 3-39 follows (line numbers on the example do not appear on the machine report).

a. Line (1) reflects that BUNO 157453 was not mission capable (NMC) for scheduled maintenance (SCH) 117 hours, and NMC due to unscheduled maintenance (UNS) for 174 hours. This BUNO had equipment in service (EIS) of 744 hours. BUNO 157453 flew six hours in four flights and had 1407 SCIR related gripe life hours documented during the reporting period.

b. Line (8) two-star (**) total reflects the total of all columns for that ORG.

SCIR-3 MONTHLY EQUIPMENT DISCREPANCY AND UTILIZATION REPORT MAY 89

JCNORG - AF4 PUC - 000029

			........NMC.......			....PMC....		....FMC....							...TOTAL...		....SHPOP....		TOTAL
	BUNO	Type Equipment Code	Not Mission Capable/Scheduled	Not Mission Capable/Unscheduled	Not Mission Capable Supply	Partial Mission Capable Maintenance Partial Mission Capable	Partial Mission Capable Supply	Full Mission Capable Maintenance Full Mission Capable	Full Mission Capable Supply	Equipment IN Service Hours	Equipment OUT Service Hours	Inventory Indication	Meter or Utilization Base	Equipment Utilization	Total Flight Hours	Total Number Flights	Ship Operation Flight Hours	Ship Operation Number Flights	Total SCIR Hours
	BUNO	TEC	SCH	UNS	SUP	MNT	SUP	MNT	SUP	EIS	EOS	INV IND	MTR /UB	EQUIP UTL	FLT HRS	NR FLTS	FLT HRS	NR FLTS	SCIR HRS
(1)	157453	AAFF	117	174		9	18			744		A			6	4			1407
(2)	157587	AAFF	37	93	33	81	18			744		A			35	15	22	9	682
(3)	157593	AAFF		168	397	27	148			744		A			12	5	5	2	2877
(4)	158004	AAFF	2	632	10					744		A			8	4			1747
(5)	159657	AAFF	26	45	5	144	294			744		A			63	21	39	14	805
(6)	159969	AAFF	2	142	2	21				744		A			29	11	10	4	245
(7)	159978	AAFF	28	92		209	41	295		744		A							1055
		*	212	1346	447	491	519	295		5208					153	60	76	29	8818
(8)		**	212	1346	447	491	519	295		5208					153	60	76	29	8818

Figure 3-39 Monthly Equipment Discrepancy and Utilization Report (SCIR-3)

3.3.2 Monthly Equipment Capability Report (SCIR-4). This report is designed to reflect equipment capability to perform its assigned mission/function during a reporting period. The SCIR-4 is prepared from VIDS/MAF documents which have a valid EOC code documented in the Repair Cycle or Maintenance/Supply Record. All TRCODEs are candidates for generating the report except TRCODEs 30, 31, 32, or 39, and all TM codes which are equal to F but not equal to TRCODE 72. This report reflects percent of mission capability of equipment by BU/SERNO and overall totals for that type equipment (Figure 3-41).

3.3.2.1 The SCIR-4 is sorted as follows:

a. JCNORG.

b. TEC.

c. BU/SERNO.

3.3.2.2 Detail lines are double spaced and represent a summation of BU/SERNO within TEC and JCNORG.

3.3.2.3 An average percent figure will be entered for each mission on the TEC average (AVG) line. A TEC AVG and total line will be printed upon a change in TEC or JCNORG.

3.3.2.4 Total hours and percent figures are entered for full mission capable (FMC), partial mission capable (PMC), and not mission capable (NMC).

3.3.2.5 Total EIS, Equipment out of service (EOS), and equipment assigned hours (EAH) are also entered on the last line of the report.

3.3.2.6 An explanation of selected entries listed in Figure 3-41 follows (line numbers on the example do not appear on the machine report):

a. Line (1) shows BUNO 157453 was FMC 57.3 percent of the 744 EIS hours. This BUNO was PMC (for Mission Code D) for 3.6 percent of EIS hours, and the aircraft was not safely flyable (NMC for Mission Code Z) for 39.1 percent of EIS hours.

b. Line (6) shows BUNO 159969 was FMC 77.6 percent of the 744 EIS hours. This BUNO was PMC (for Mission Code E) for 0.4 percent of EIS hours and PMC 9 (for Mission Code K) for 2.4 percent of EIS hours. The aircraft was NMC (for Mission Code Z) for 19.6 percent of EIS hours.

c. Line (8) shows average percentages by mission capability code.

d. Line (9) reflects FMC, PMC, and NMC in aircraft hours and percents. EIS, EOS, and EAH are totaled.

SCIR-4 MONTHLY EQUIPMENT CAPABILITY REPORT MAY 89
ORG: AF4 TEC: AAFF

	Bureau/Serial Number	Full Mission Capable		Partial Mission Capable									Not Mission Capable				Equipment IN Service Hours	Equipment OUT Service Hours	Equipment Available Hours
		PERCENT OF MISSION CAPABILITY																	
		FMC		PMC									NMC						
	BU/SER	A	B	C	D	E	F	G	H	J	K	L	W	X	Y	Z	EIS	EOS	EAH
(1)	157453	57.3			3.6											39.1	744		744
(2)	157587	64.7									10.3	3.0				22.1	744		744
(3)	157593	.4			1.7						1.9	19.9				76.0	744		744
(4)	158004	13.3														86.7	744		744
(5)	157657	30.8				41.9					14.8	2.4				10.1	744		744
(6)	159969	77.6				.4					2.4					19.6	744		744
(7)	159978	10.3	39.7			3.2					29.4	1.1				16.2	744		744
(8)	AVG	36.3	5.7		.8	6.5					8.4	3.8				38.5			
(9)	FMC: HRS - 2193 % - 42.0				PMC: HRS - 1010 % - 19.5						NMC: HRS - 2005 % - 38.6					TOT	5208		5208

Figure 3-41 Monthly Equipment Capability Report (SCIR-4)

3.3.3 Monthly Equipment Mission Capability Summary Report (SCIR-5-1). This report is designed to display SCIR hours by mission category and awaiting maintenance (AWM) hours by reason codes, summarized for a given EOC code and associated WUC during a reporting period. The SCIR-5-1 is prepared from VIDS/MAF documents which have a valid EOC code documented in the Repair Cycle or Maintenance/Supply Record. All TRCODEs are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all TM codes which are equal to F but are not equal to TRCODE 72. A sample SCIR-5-1 is shown in Figure 3-43.

3.3.3.1 The SCIR-5-1 is sorted as follows:

a. JCNORG (major sort).

b. TEC.

c. EOC code.

d. WUC.

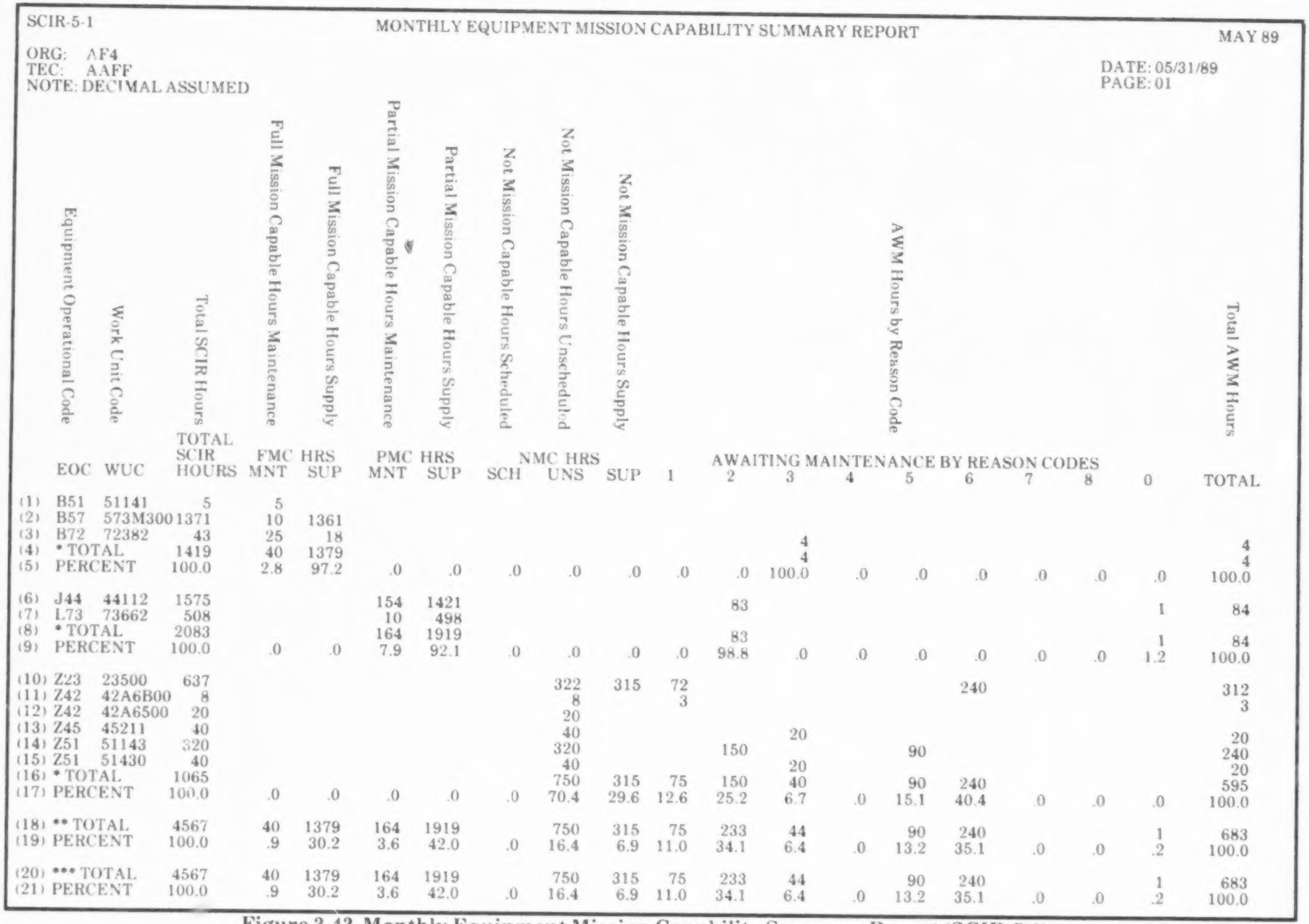
3.3.3.2 All detail lines are single spaced and will represent summations of maintenance actions by WUC to a specific EOC code within a TEC and JCNORG. It will show total SCIR hours and distribution of those hours by the degradation Full Mission Capable Maintenance (FMCM), Full Mission Capable Supply (FMCS), Partial Mission Capable Maintenance (PMCM), Partial Mission Capable Supply (PMCS), Not Mission Capable Maintenance Scheduled (NMCMS), Not Mission Capable Maintenance Unscheduled (NMCMU), and Not Mission Capable Supply (NMCS). AWM hours are distributed by reason code and total AWM hours. A decimal is assumed on all entries on detail lines.

3.3.3.3 A one-star (*) total is printed upon change of EOC code mission capability category (FMC, PMC, NMC). Total SCIR hours and AWM hours are depicted as 100.0% for mission capability category (FMC, PMC, NMC). FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS totals are computed for the percent contributed to the total SCIR hours. AWM Reason code totals are computed for the percent contributed to the total AWM hours. A decimal is assumed on all entries except percentages.

3.3.3.4 A two-star (**) total is printed upon change of TEC. Total SCIR hours, FMC, PMC, and NMC hours are a summation of the one-star (*) totals. Total AWM hours and individual reason code totals are a summation of one-star (*) totals. Percentages are based on total SCIR hours and AWM hours for the individual TECs. A decimal is assumed on all entries except percentages.

3.3.3.5 A three-star (***) total is printed upon change of JCNORG. Total SCIR hours, FMC, PMC, and NMC hours are a summation of the two-star (**) totals. Total AWM hours and individual reason code totals are a summation of two-star (**) totals. Percentages are based on total SCIR hours and AWM hours for TEC within the ORG. A decimal is assumed on all entries except percentages.

3.3.3.6 An explanation of a selected entry listed in Figure 3-43 follows. Line (1) reflects the summation of WUC 51141, FMCM impacted (EOC Code B) documented on TEC of AAFF.


Equipment Operational Code
Work Unit Code
Total SCIR Hours
Full Mission Capable Hours Maintenance
Full Mission Capable Hours Supply
Partial Mission Capable Hours Maintenance
Partial Mission Capable Hours Supply
Not Mission Capable Hours Scheduled
Not Mission Capable Hours Unscheduled
Not Mission Capable Hours Supply
AWM Hours by Reason Code
Total AWM Hours

SCIR-5-1 MONTHLY EQUIPMENT MISSION CAPABILITY SUMMARY REPORT MAY 89

ORG: AF4
TEC: AAFF
NOTE: DECIMAL ASSUMED

DATE: 05/31/89
PAGE: 01

			TOTAL SCIR	FMC HRS		PMC HRS		NMC HRS			AWAITING MAINTENANCE BY REASON CODES									
	EOC	WUC	HOURS	MNT	SUP	MNT	SUP	SCH	UNS	SUP	1	2	3	4	5	6	7	8	0	TOTAL
(1)	B51	51141	5	5																
(2)	B57	573M300	1371	10	1361															
(3)	B72	72382	43	25	18								4							4
(4)	* TOTAL		1419	40	1379								4							4
(5)	PERCENT		100.0	2.8	97.2	.0	.0	.0	.0	.0	.0	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
(6)	J44	44112	1575			154	1421					83								
(7)	L73	73662	508			10	498												1	84
(8)	* TOTAL		2083			164	1919					83							1	84
(9)	PERCENT		100.0	.0	.0	7.9	92.1	.0	.0	.0	.0	98.8	.0	.0	.0	.0	.0	.0	1.2	100.0
(10)	Z23	23500	637						322	315	72					240				312
(11)	Z42	42A6B00	8						8		3									3
(12)	Z42	42A6500	20						20											
(13)	Z45	45211	40						40				20							20
(14)	Z51	51143	320						320			150			90					240
(15)	Z51	51430	40						40				20							20
(16)	* TOTAL		1065						750	315	75	150	40		90	240				595
(17)	PERCENT		100.0	.0	.0	.0	.0	.0	70.4	29.6	12.6	25.2	6.7	.0	15.1	40.4	.0	.0	.0	100.0
(18)	** TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683
(19)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0
(20)	*** TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683
(21)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0

Figure 3-43 Monthly Equipment Mission Capability Summary Report (SCIR-5-1)

3.3.4 Monthly Equipment Mission Capability Bureau/Serial Summary Report (SCIR-5-2). This report shows SCIR hours by mission category and AWM hours by reason codes, summarized by a given EOC code and associated WUC by BU/SERNO. The SCIR-5-2 is prepared from VIDS/MAF documents which have a valid EOC code documented in the Repair Cycle or Maintenance/Supply record. All TRCODEs are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all TM codes which are equal to F but are not equal to TRCODE 72. A sample SCIR-5-2 is shown in Figure 3-45.

3.3.4.1 The SCIR-5-2 report is sorted as follows:

a. JCNORG (major sort).

b. TEC.

c. BU/SERNO.

d. EOC code.

e. WUC.

3.3.4.2 All detail lines are single spaced and represent summations of maintenance actions by WUC to a specific EOC code for each BU/SERNO within TEC and JCNORG. Displays total SCIR hours and distribution of hours by type degradation (FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS). AWM hours are displayed by reason codes and total AWM hours. A decimal is assumed on all entries on detail lines.

3.3.4.3 A one-star (*) total is printed upon change of EOC code mission capability category (FMC, PMC, NMC). Total SCIR hours and AWM hours are depicted as 100% for mission capability category (FMC, PMC, NMC). FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS are computed for the percent contributed to the total AWM hours. A decimal is assumed on all entries except percentages.

3.3.4.4 A two-star (**) total is printed upon change in BU/SERNO. Total SCIR hours are a summation of the one-star (*) totals for FMC, PMC, and NMC. Total AWM hours and individual reason code totals are a summation of one-star (*) totals for FMC, PMC, and NMC. Percentages are based on total SCIR hours and AWM hours for that BU/SERNO. A decimal is assumed on all entries except percentages.

3.3.4.5 A three-star (***) total is printed upon change of TEC. Totals and percentages will match the two-star (**) total on the SCIR-5-1. A decimal is assumed on all entries except percentages.

3.3.4.6 A four-star (****) total is printed upon change of JCNORG. Totals and percentages will match the three-star (***) total on the SCIR-5-1. A decimal is assumed on all entries except percentages.

3.3.4.7 An explanation of a selected entry listed in Figure 3-45 follows. Line (1) reflects the summation of WUC 51141, FMCM impacted (EOC Code B) on aircraft BUNO 157453 for a total of .5 hours.

SCIR-5-2 MONTHLY EQUIPMENT MISSION CAPABILITY BUREAU/SERIAL SUMMARY REPORT MAY 89

ORG: AF4
TEC: AAFF

BUREAU/SERIAL NUMBER: 157453
NOTE: DECIMAL ASSUMED

DATE: 05/31/89
PAGE: 01

Equipment Operational Code
Work Unit Code
Total SCIR Hours
Full Mission Capable Hours Maintenance
Full Mission Capable Hours Supply
Partial Mission Capable Hours Maintenance
Partial Mission Capable Hours Supply
Not Mission Capable Hours Scheduled
Not Mission Capable Hours Unscheduled
Not Mission Capable Hours Supply
AWM Hours by Reason Code
Total AWM Hours

			TOTAL SCIR	FMC HRS		PMC HRS		NMC HRS			AWAITING MAINTENANCE BY REASON CODES									
	EOC	WUC	HOURS	MNT	SUP	MNT	SUP	SCH	UNS	SUP	1	2	3	4	5	6	7	8	0	TOTAL
(1)	B51	51141	5	5																
(2)	B57	573M300	1371	10	1361															
(3)	B72	72382	43	25	18								4							4
(4)	* TOTAL		1419	40	1379								4							4
(5)	PERCENT		100.0	2.8	97.2	.0	.0	.0	.0	0	.0	.0	100.0	.0	.0	.0	.0	.0	.0	100.0
(6)	J44	44112	1575			154	1421					83							1	84
(7)	L73	73662	508			10	498													
(8)	* TOTAL		2083			164	1919					83							1	84
(9)	PERCENT		100.0	.0	.0	7.9	92.1	.0	.0	.0	.0	98.8	.0	.0	.0	.0	.0	.0	1.2	100.0
(10)	Z23	23500	637						322	315	72					240				312
(11)	Z42	42A6B00	8						8		3									3
(12)	Z42	42A6500	20						20											
(13)	Z45	45211	40						40				20							20
(14)	Z51	51143	320						320			150			90					240
(15)	Z51	51430	40						40				20							20
(16)	* TOTAL		1065						750	315	75	150	40		90	240				595
(17)	PERCENT		100.0	.0	.0	.0	.0	.0	70.4	29.6	12.6	25.2	6.7	.0	15.1	40.4	.0	.0	.0	100.0
(18)	** TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683
(19)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0
(20)	*** TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683
(21)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0
(22)	**** TOTAL		4567	40	1379	164	1919		750	315	75	233	44		90	240			1	683
(23)	PERCENT		100.0	.9	30.2	3.6	42.0	.0	16.4	6.9	11.0	34.1	6.4	.0	13.2	35.1	.0	.0	.2	100.0

Figure3-45 Monthly Equipment Mission Capability Bureau/Serial Summary Report (SCIR-5-2)

3.3.5 Monthly Mission and Maintenance Data Detail by Bureau/Serial Report (SCIR-5-3). This report is designed to show mission capability and maintenance data for each VIDS/MAF submitted for a given EOC code and associated WUC by BU/SERNO within TEC and JCNORG. All TRCODEs are considered candidates for generating this report except TRCODEs 00, 02, 03, 30, 31, 32, or 39 and all TM codes which are equal to F but are not equal to TRCODE 72. A sample SCIR-5-3 is illustrated in Figure 3-47.

3.3.5.1 The SCIR-5-3 is sorted as follows:

a. JCNORG (major sort).

b. TEC.

c. BU/SERNO.

d. EOC code.

e. WUC.

f. DOCNUM.

3.3.5.2 All detail lines are single spaced and show total SCIR hours and distribution of hours by type degradation (FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS). Maintenance data is displayed by JCN, WC, TR, WD, TM, AT, MAL, IP, MHRS, EMT, and DOCNUM that was documented on the VIDS/MAF. A decimal is assumed on mission capability data entries.

3.3.5.3 A one-star (*) total is printed upon change of EOC code mission capability category (FMC, PMC, NMC). Total SCIR hours are depicted as 100.0% for mission capability category (FMC, PMC, NMC). FMCM, FMCS, PMCM, PMCS, NMCMS, NMCMU, and NMCS are computed for the percent contributed to the total SCIR hours. Maintenance data information is not totaled or represented by percentage figures. A decimal is assumed on mission capability data entries except percentages.

3.3.5.4 A two-star (**) total is printed upon change of BU/SERNO. Total SCIR hours are a summation of the one-star (*) totals for FMC, PMC, and NMC. Percentages are based on total SCIR hours for that BU/SERNO. Totals and percentages will match the two-star (**) total on the SCIR-5-2. A decimal is assumed on mission capability data entries except percentages.

3.3.5.5 A three-star (***) total is printed upon change of TEC. Totals and percentages will match the three-star (***) total on the SCIR-5-2 for the mission capability data. A decimal is assumed on mission capability data entries except percentages.

3.3.5.6 A four-star (****) total is printed upon change of JCNORG. Totals and percentages will match the four-star (****) total on the SCIR-5-2 for the mission capability data. A decimal is assumed on mission capability data entries except percentages.

3.3.5.7 An explanation of a selected entry listed in Figure 3-47 follows. Line (1) represents total SCIR hours (.5) and distribution of hours by type degradation (FMCM) for a given EOC code and associated WUC by BU/SERNO within TEC and JCNORG.

```
SCIR-5-3          MONTHLY MISSION AND MAINTENANCE DATA DETAIL BY BUREAU/SERIAL REPORT                                MAY 89
ORG:  AF4         BUREAU/SERIAL NUMBER: 157453                                                                 DATE: 05/31/89
TEC:  AAFF        NOTE: DECIMAL ASSUMED FOR MISSION CAPABILITY DATA, MAINTENANCE DATA NOT EDITED                PAGE: 01

Equipment Operational Code
Work Unit Code
Total SCIR Hours
Full Mission Capable Hours Maintenance
Full Mission Capable Hours Supply
Partial Mission Capable Hours Maintenance
Partial Mission Capable Hours Supply
Not Mission Capable Hours Scheduled
Not Mission Capable Hours Unscheduled
Not Mission Capable Hours Supply
Job Control Number
Work Center
Transaction Code
When Discovered
Type Maintenance
Action Taken
Malfunction Code
Items Processed
Man-hours
Elapsed Maintenance Time
Document Number

                                    MISSION CAPABILITY DATA                                            MAINTENANCE DATA
                        TOTAL   FMC HRS      PMC HRS        NMC HRS                                      W  T  A
     EOC  WUC           SCIR    MNT   SUP    MNT   SUP   SCH  UNS   SUP    JCN           WC   TR  D  M  T  MAL  IP  MHRS  EMT  DOCNUM
                        HOURS
(1)  B51  51141            5      5                                        AF4 123 869   210  11  D  B  C  127  01   1.0   .5  DTM0562
(2)  B57  573M300       1371     10  1361                                  AF4 128 196   220  23  D  B  R  374  01   1.5  1.0  DTM2113
(3)  B72  72382           43     25    18                                  AF4 129 243   220  23  D  B  R  374  01   2.1  2.1  DTM0894
(4)  * TOTAL            1419     40  1379
(5)  PERCENT           100.0    2.8  97.2     .0    .0    .0   .0    .0
(6)  J44  44112         1318                  16  1302                     AF4 133 905   230  18  O  B  T  814  01   3.2  1.6  BVV0418
(7)  J44  44112           16                  13     3                     AF4 137 035   230  23  Y  B  R  169  01   2.6  1.3  DGK8584
(8)  J44  44112          241                 125   116                     AF4 136 947   230  23  H  B  R  169  01   8.2  4.1  DGK8711
(9)  L73  73662          508                  10   498                     AF4 150 044   220  23  J  D  R  374  01   1.2  1.0  BLM6842
(10) * TOTAL            2083                 164  1919
(11) PERCENT           100.0     .0    .0    7.9  92.1    .0   .0    .0
(12) Z23  23500          637                              322   315        AF4 141 999   12B  11  O  B  S  800  01   2.0  1.0  BVV0405
(13) Z42  42A6B00          8                                8              AF4 147 081   220  11  D  B  C  450  01    .5   .5  DTM0820
(14) Z42  42A6500         20                               20              AF4 147 082   110  11  D  B  C  127  01   6.0  2.0  DTM0821
(15) Z45  45211           40                               40              AF4 143 868   220  11  D  B  B  160  01   2.0  1.0  DTM1180
(16) Z51  51143           30                               30              AF4 149 214   110  12  H  B  A  799  01   6.0  3.0  DTM0881
(17) Z51  51143          290                              290              AF4 143 900   110  12  D  B  C  127  01  10.0  5.0  DTM0964
(18) Z51  51430           40                               40              AF4 143 867   110  11  D  B  C  334  01   4.0  2.0  DTM1181
(19) * TOTAL            1065                              750   315
(20) PERCENT           100.0     .0    .0     .0    .0    .0  70.4  29.6
(21) ** TOTAL           4567     40  1379    164  1919        750   315
(22) PERCENT           100.0     .9  30.2    3.6  42.0    .0  16.4   6.9
(23) *** TOTAL          4567     40  1379    164  1919        750   315
(24) PERCENT           100.0     .9  30.2    3.6  42.0    .0  16.4   6.9
(25) **** TOTAL         4567     40  1379    164  1919        750   315
(26) PERCENT           100.0     .9  30.2    3.6  42.0    .0  16.4   6.9
```

Figure 3-47 Monthly Mission and Maintenance Data Detail by Bureau/Serial Report (SCIR-5-3)

3.4 Naval Flight Record System (NAVFLIRS)

3.4.1 NAVFLIRS DAR. This report (Figure 3-49) is prepared daily from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). Each detail line represents a single RECTYP. This report is used to validate the previous day's flight data form submission. The NAVFLIRS DAR is printed in two parts. Part I contains all data records found to be valid. Part II is a cumulative report containing all records submitted during the current reporting period which contain errors that have not been corrected. In addition to current reporting period errors, NAVFLIRS DAR Part II contains errors not corrected from the previous months. Prior months errors will not be removed from the DAR Part II until corrections are applied. Data errors are indicated by asterisks (*) directly below the erroneous data. Data fields requiring correction will be processed using procedures shown in paragraph 2.7. Cumulative errors to be identified in DAR # field as follows: 1 - first repeat on DAR Part II, 2 - second repeat on daily DAR Part II, X - third and subsequent repeats on DAR Part II. Detail lines on part I are double spaced and triple spaced on part II. This report is sorted by ORG, TEC, BUNO, TR date, and flight begin time. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for details concerning Flight DARs.

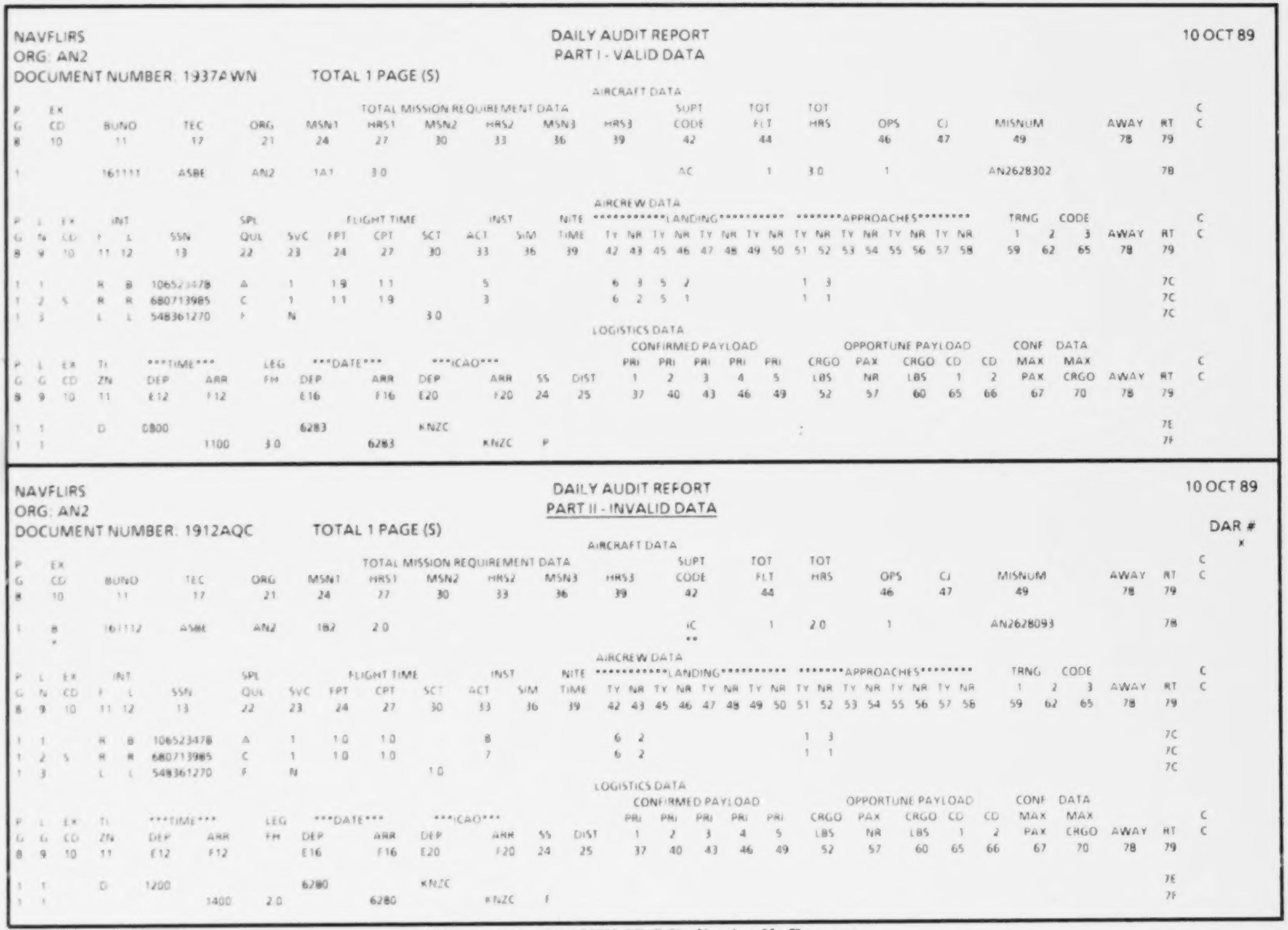
3.4.2 Individual Master Roster (NAVFLIRS-00) (Figure 3-50). This report identifies the total aircrew assigned to an ORG by grade, social security number (SSN), service (SVC), hours flown, and flight qualifications. This report is double spaced and each line represents each aircrew assigned, hours flown, and flight qualification status.

3.4.3 Monthly Aircraft Utilization Report (NAVFLIRS-1) (Figure 3-51). This report summarizes, by BUNO, total mission requirement (TMR) code/hours with mission name, landings (by landing code), total flight hours and flights, ship flight hours and flights, catapult launches, and training areas/hours performed by each aircraft. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced between BUNOs and each line represents a summarization for each type landing (day/night) by BUNO. BUNO, TEC, and ORG totals are printed upon change of specific titles. Training area totals reflect area/hour totals within ORG.

3.4.4 Monthly Aircraft Mission Report (NAVFLIRS-2) (Figure 3-52). This report summarizes, by TMR, the number of missions, hours flown, and the average duration in each category by TEC. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced between TECs and each line represents a summarization for each TMR within TEC.

3.4.5 Monthly Individual Flight Activity Report (NAVFLIRS-3) (Figure 3-53). This report details, by individual, specific flight activity performed during the reporting period. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced and each line represents a summarization for each Date/Time Depart by BUNO/TEC. A one-star (*) total is printed on a change in TEC. Total aircraft time totals reflect flight times (first pilot time (FPT), co-pilot time (CPT) and special crew time (SCT)), instrument time (actual (ACT) or simulated (SIM)), and night time. This report also accumulates Weapons Proficiency Data, Miscellaneous Data, and a Fiscal Year Summary.

3.4.6 Monthly Aircraft Logistics Data Report (NAVFLIRS-4) (Figure 3-54). This report summarizes the flight hours, distance, confirmed/opportune payloads, and configuration data for each BUNO. It is prepared from data submitted on the Naval Aircraft Flight Record (OPNAV 3710/4). This report is double spaced and each line represents a summarization for each Airlift Mission Number by BUNO. A one-star (*) total is printed on a change in BUNO. A two-star (**) total is printed on a change in TEC. A three-star (***) total is printed on a change in ORG.



```
NAVFLIRS                                                   DAILY AUDIT REPORT                                                            10 OCT 89
ORG: AN2                                                   PART I - VALID DATA
DOCUMENT NUMBER: 1937AWN        TOTAL 1 PAGE (S)
                                                              AIRCRAFT DATA
P   EX                       TOTAL MISSION REQUIREMENT DATA              SUPT   TOT   TOT                                                       C
G   CD   BUNO    TEC    ORG   MSN1  HRS1  MSN2  HRS2  MSN3  HRS3         CODE   FLT   HRS    OPS   CJ    MISNUM        AWAY  RT              C
8   10    11      17     21    24    27    30    33    36    39           42    44           46    47      49           78   79

1        161111  ASBE   AN2   1A1   3.0                                  AC     1     3.0    1           AN2628302          78

                                                              AIRCREW DATA
P L EX  INT          SPL       FLIGHT TIME      INST     NITE  ***********LANDING**********  *******APPROACHES********   TRNG   CODE             C
G N CD  F  L   SSN   QUL  SVC  FPT  CPT  SCT   ACT  SIM  TIME  TY NR TY NR TY NR TY NR  TY NR TY NR TY NR TY NR   1    2    3   AWAY  RT    C
8 9 10 11 12   13    22   23   24   27   30    33   36   39    42 43 45 46 47 48 49 50  51 52 53 54 55 56 57 58   59   62   65   78   79

1 1     R  B 106523478  A    1   1.9  1.1         5              6  3  5  2              1  3                                          7C
1 2 S   R  R 680713985  C    1   1.1  1.9         3              6  2  5  1              1  1                                          7C
1 3     L  L 548361270  F    N             3.0                                                                                         7C
                                                              LOGISTICS DATA
                                                              CONFIRMED PAYLOAD          OPPORTUNE PAYLOAD     CONF   DATA
P L EX TI  ***TIME***  LEG  ***DATE***   ***ICAO***           PRI PRI PRI PRI PRI   CRGO  PAX  CRGO CD  CD   MAX    MAX                   C
G G CD ZN  DEP   ARR   FH   DEP   ARR    DEP   ARR  SS  DIST   1   2   3   4   5    LBS   NR   LBS  1   2    PAX    CRGO   AWAY  RT       C
8 9 10 11  E12   F12        E16   F16    E20   F20  24  25    37  40  43  46  49     52   57   60   65  66   67     70     78   79

1 1    D   0800             6283         KNZC                                                                                          7E
1 1              1100  3.0        6283         KNZC  P                             :                                                   7F
```

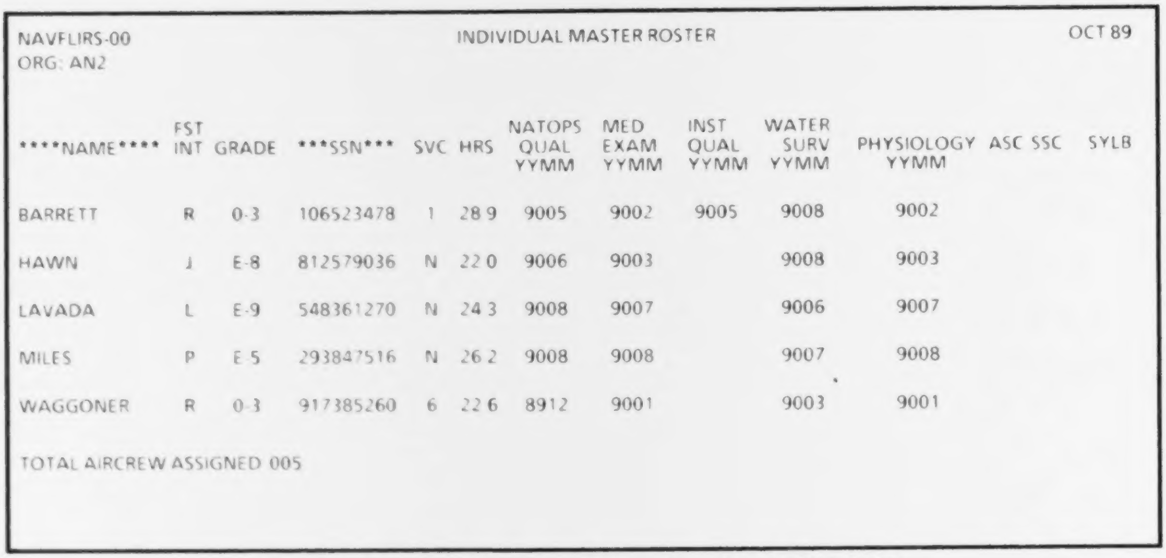
```
NAVFLIRS                                                   DAILY AUDIT REPORT                                                            10 OCT 89
ORG: AN2                                                   PART II - INVALID DATA
DOCUMENT NUMBER: 1912AQC        TOTAL 1 PAGE (S)                                                                                          DAR #
                                                              AIRCRAFT DATA                                                                 x
P   EX                       TOTAL MISSION REQUIREMENT DATA              SUPT   TOT   TOT                                                       C
G   CD   BUNO    TEC    ORG   MSN1  HRS1  MSN2  HRS2  MSN3  HRS3         CODE   FLT   HRS    OPS   CJ    MISNUM        AWAY  RT              C
8   10    11      17     21    24    27    30    33    36    39           42    44           46    47      49           78   79

1   8    161112  ASBE   AN2   1B2   2.0                                  IC     1     2.0    1           AN2628093          78
    *                                                                    **
                                                              AIRCREW DATA
P L EX  INT          SPL       FLIGHT TIME      INST     NITE  ***********LANDING**********  *******APPROACHES********   TRNG   CODE             C
G N CD  F  L   SSN   QUL  SVC  FPT  CPT  SCT   ACT  SIM  TIME  TY NR TY NR TY NR TY NR  TY NR TY NR TY NR TY NR   1    2    3   AWAY  RT    C
8 9 10 11 12   13    22   23   24   27   30    33   36   39    42 43 45 46 47 48 49 50  51 52 53 54 55 56 57 58   59   62   65   78   79

1 1     R  B 106523478  A    1   1.0  1.0         8              6  2                    1  3                                          7C
1 2 S   R  R 680713985  C    1   1.0  1.0         7              6  2                    1  1                                          7C
1 3     L  L 548361270  F    N             1.0                                                                                         7C
                                                              LOGISTICS DATA
                                                              CONFIRMED PAYLOAD          OPPORTUNE PAYLOAD     CONF   DATA
P L EX TI  ***TIME***  LEG  ***DATE***   ***ICAO***           PRI PRI PRI PRI PRI   CRGO  PAX  CRGO CD  CD   MAX    MAX                   C
G G CD ZN  DEP   ARR   FH   DEP   ARR    DEP   ARR  SS  DIST   1   2   3   4   5    LBS   NR   LBS  1   2    PAX    CRGO   AWAY  RT       C
8 9 10 11  E12   F12        E16   F16    E20   F20  24  25    37  40  43  46  49     52   57   60   65  66   67     70     78   79

1 1    D   1200             6280         KNZC                                                                                          7E
1 1              1400  2.0        6280         KNZC  F                                                                                 7F
```

Figure 3-49 NAVFLIRS Daily Audit Report



```
NAVFLIRS-00                              INDIVIDUAL MASTER ROSTER                                      OCT 89
ORG: AN2

                FST                                  NATOPS   MED    INST    WATER
****NAME****    INT  GRADE   ***SSN***   SVC  HRS    QUAL     EXAM   QUAL     SURV   PHYSIOLOGY  ASC SSC   SYLB
                                                     YYMM     YYMM   YYMM     YYMM      YYMM

BARRETT          R    0-3    106523478    1   28 9   9005     9002   9005     9008      9002

HAWN             J    E-8    812579036    N   22 0   9006     9003            9008      9003

LAVADA           L    E-9    548361270    N   24 3   9008     9007            9006      9007

MILES            P    E-5    293847516    N   26 2   9008     9008            9007      9008

WAGGONER         R    0-3    917385260    6   22 6   8912     9001            9003      9001

TOTAL AIRCREW ASSIGNED 005
```

Figure 3-50 Individual Master Roster (NAVFLIRS-00)

```
NAVFLIRS-1                         MONTHLY AIRCRAFT UTILIZATION REPORT                              SEP 89
ORG: AN2
```

Bureau Number
Type Equipment Code
Total Mission Requirement Code
Total Mission Requirement Hours
Mission Name
Type Landings (Day/Night)
Number of Landings By Type
Total Day or Night Landings
Total Landings
Training Area
Training Hours

```
                                                ***********************TYPE LANDINGS***********************
                TMR                             DAY    1  2  3  4  5  6  7  8  9  0           TOTAL    TRAINING
BUNO   TEC   CODE  HRS    MISSION NAME          NIGHT  A  B  C  D  E  F  G  H  J  K    TOTAL  LNDGS   AREA      HRS
161111 ASBE  1A1   11.2  TRNG SYL/EXC F/F/N     DAY                19 11                  30          QUICKTN   9.6
             1A3   10.8  TRNG SYL/EXC FCLP/CAL  NIGHT               9 10                  19     49
             2K4   17.1  SUPT BOGEY FOR OTHER ACFT
             2L3    5.9  SUPT EXPM/EVAL INST CHECK

 BUNO TOTALS:   HRS 45.0     FLT   12     SHIP HRS         SHIP FLT        CAT

161112 ASBE  1A2    9.3  TRNG SYL/EXC INST      DAY    2  2         8  7                  19          MERID1W   3.1
             1B2   12.6  TRNG IUT INST          NIGHT  1           10  4                  15     34   QUICKTN   2.7
             2P3    8.7  SUPT SAR/WATER N-DOD
             5Y1   14.2  CONT FLT ASW ROUT SEARCH

 BUNO TOTALS:   HRS 44.8     FLT   10     SHIP HRS  9.4    SHIP FLT   2    CAT     3

  TEC TOTALS:   HRS 89.8     FLT   22     SHIP HRS  9.4    SHIP FLT   2    CAT     3

  ORG TOTALS:   HRS 89.8     FLT   22     SHIP HRS  9.4    SHIP FLT   2    CAT     3

  TRAINING AREA TOTALS:
   AREA     HRS      AREA     HRS      AREA    HRS      AREA    HRS      AREA    HRS      AREA    HRS      AREA    HRS
   MERID1W   3.1     QUICKTN  12.3
```

Figure 3-51 Monthly Aircraft Utilization Report (NAVFLIRS-1)

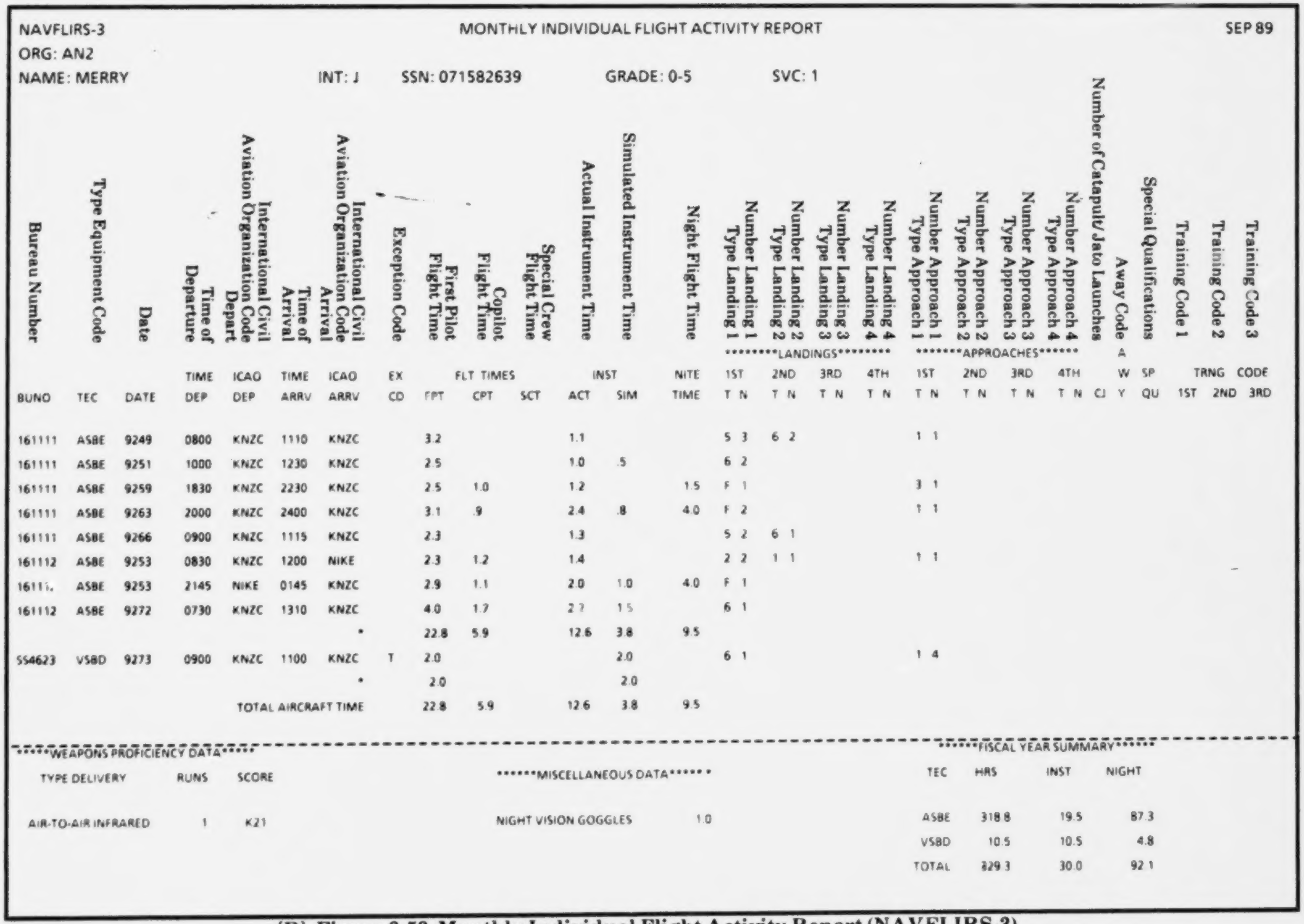
NAVFLIRS-2
ORG: AN2

MONTHLY AIRCRAFT MISSION REPORT

SEP 89

TYPE EQUIPEMENT CODE	TOTAL MISSION REQUIREMENT	MISSION NAME	NUMBER of MISSIONS	TOTAL MISSION HOURS	AVERAGE MISSION HOURS	TYPE EQUIPEMENT CODE	TOTAL MISSION REQUIREMENT	MISSION NAME	NUMBER of MISSIONS	TOTAL MISSION HOURS	AVERAGE MISSION HOURS
TEC	TMR	MISSION NAME	NR MSN	HRS	AVG	TEC	TMR	MISSION NAME	NR MSN	HRS	AVG
ASBE	1A1	TRNG SYL/EXC F/F/N	2	11.2	5.6						
	1A2	TRNG SYL/EXC INST	2	9.3	4.7						
	1A3	TRNG SYL/EXC FCLP/CAL	3	10.8	3.6						
	1B2	TRNG IUT INST	3	12.6	4.2						
	2K4	SUPT BOCEY FOR OTHER ACFT	5	17.1	3.4						
	2L3	SUPT EXPM/EVAL INST CHECK	3	5.9	2.0						
	2P3	SUPT SAR/WATER N-DOD	1	8.7	8.7						
	5Y1	CONT FLT ASW ROUT SEARCH	3	14.2	4.7						

Figure 3-52 Monthly Aircraft Mission Report (NAVFLIRS-2)



NAVFLIRS-3 MONTHLY INDIVIDUAL FLIGHT ACTIVITY REPORT SEP 89
ORG: AN2
NAME: MERRY INT: J SSN: 071582639 GRADE: 0-5 SVC: 1

Bureau Number	Type Equipment Code	Date	Time of Departure	International Civil Aviation Organization Code Depart	Time of Arrival	International Civil Aviation Organization Code Arrival	Exception Code	First Pilot Flight Time	Copilot Flight Time	Special Crew Flight Time	Actual Instrument Time	Simulated Instrument Time	Night Flight Time	Type Landing 1	Number Landing 1	Type Landing 2	Number Landing 2	Type Landing 3	Number Landing 3	Type Landing 4	Number Landing 4	Type Approach 1	Number Approach 1	Type Approach 2	Number Approach 2	Type Approach 3	Number Approach 3	Type Approach 4	Number Approach 4	Number of Catapult/ Jato Launches	Away Code	Special Qualifications	Training Code 1	Training Code 2	Training Code 3
			TIME	ICAO	TIME	ICAO	EX	FLT TIMES			INST		NITE	********LANDINGS******** 1ST		2ND		3RD		4TH		*******APPROACHES****** 1ST		2ND		3RD		4TH			A W	SP	TRNG CODE		
BUNO	TEC	DATE	DEP	DEP	ARRV	ARRV	CD	FPT	CPT	SCT	ACT	SIM	TIME	T	N	T	N	T	N	T	N	T	N	T	N	T	N	T	N	CJ	Y	QU	1ST	2ND	3RD
161111	ASBE	9249	0800	KNZC	1110	KNZC		3.2			1.1			5	3	6	2					1	1												
161111	ASBE	9251	1000	KNZC	1230	KNZC		2.5			1.0	.5		6	2																				
161111	ASBE	9259	1830	KNZC	2230	KNZC		2.5	1.0		1.2		1.5	F	1							3	1												
161111	ASBE	9263	2000	KNZC	2400	KNZC		3.1	.9		2.4	.8	4.0	F	2							1	1												
161111	ASBE	9266	0900	KNZC	1115	KNZC		2.3			1.3			5	2	6	1																		
161112	ASBE	9253	0830	KNZC	1200	NIKE		2.3	1.2		1.4			2	2	1	1					1	1												
1611[illegible]	ASBE	9253	2145	NIKE	0145	KNZC		2.9	1.1		2.0	1.0	4.0	F	1																				
161112	ASBE	9272	0730	KNZC	1310	KNZC		4.0	1.7		2.2	1.5		6	1																				
						*		22.8	5.9		12.6	3.8	9.5																						
554623	VSBD	9273	0900	KNZC	1100	KNZC	T	2.0				2.0		6	1							1	4												
						*		2.0				2.0																							
				TOTAL AIRCRAFT TIME				22.8	5.9		12.6	3.8	9.5																						

*****WEAPONS PROFICIENCY DATA*****

TYPE DELIVERY	RUNS	SCORE
AIR-TO-AIR INFRARED	1	K21

******MISCELLANEOUS DATA******

NIGHT VISION GOGGLES	1.0

******FISCAL YEAR SUMMARY******

TEC	HRS	INST	NIGHT
ASBE	318.8	19.5	87.3
VSBD	10.5	10.5	4.8
TOTAL	329.3	30.0	92.1

{R} Figure 3-53 Monthly Individual Flight Activity Report (NAVFLIRS-3)

NAVFLIRS-4
ORG: AN2
TEC: ASBE

MONTHLY AIRCRAFT LOGISTICS DATA REPORT

SEP 89

Bureau Number	Airlift Mission Number	Leg Number	Exception Code	Leg Flight Hours	Distance	Confirmed Payload Number of Priority 1 Passengers	Confirmed Payload Number of Priority 2 Passengers	Confirmed Payload Number of Priority 3 Passengers	Confirmed Payload Number of Priority 4 Passengers	Confirmed Payload Number of Priority 5 Passengers	Confirmed Payload Cargo Weight	Opportune Payload Number of Passengers	Opportune Payload Cargo Weight	Opportune Payload Code	Configuration Data Minimum Cargo	Configuration Data Maximum Cargo
						••••••••••••••••••CONFIRMED PAYLOAD••••••••••••••••••						OPPORTUNE PAYLOAD			CONFIG DATA	
	AIRLIFT	LEG	EX	LEG		PRI 1	PRI 2	PRI 3	PRI 4	PRI 5	CARGO	PAX	CARGO	CODE	MAX	MAX
BUNO	MSN NO	NR	CD	FH	DISTANCE	PAX NO	PAX NO	PAX NO	PAX NO	PAX NO	LBS	NO	LBS	1 2	PAX	CARGO
161112	AN2625302	1		3.5	1510						150					
	AN2625304	1		4.0	1570						110					
	*			7.5	3080						260					
	**			7.5	3080						260					
	***			7.5	3080						260					

Figure 3-54 Monthly Aircraft Logistics Data Report (NAVFLIRS-4)

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3.4.7 Training Device Utilization (TDU) Daily Audit Report. The TDU DAR (Figure 3-57) is prepared from data submitted on Training Device Utilization Form (TDUF) (OPNAV 4790/103). The report is printed in three parts. Part I lists data that has passed validation specifications. Part II is a cumulative report containing all records which have not passed validation specifications. Cumulative errors will be identified in the DAR # field as follows: 1 - first repeat; 2 - second repeat; X - third and subsequent repeats and requires immediate management attention. Part III lists all erroneous corrections and deletions.

3.4.7.1 Corrections/Deletions Procedures. Correction/deletion procedures for this report will be the same as set forth in local data base correction procedures in paragraph 3.1.3.

3.4.7.2 Use. The report is used by the analyst to validate the previous day's TDUF submission.

3.4.7.3 The report is sorted in the following sequence:

a. ORG (major sort).

b. TEC.

c. SERNO.

d. BEGIN DATE/START DATE.

e. BEGIN TIME/START TIME.

f. RECTYP.

3.4.7.4 Example. A sample TDU DAR is shown in Figure 3-57.

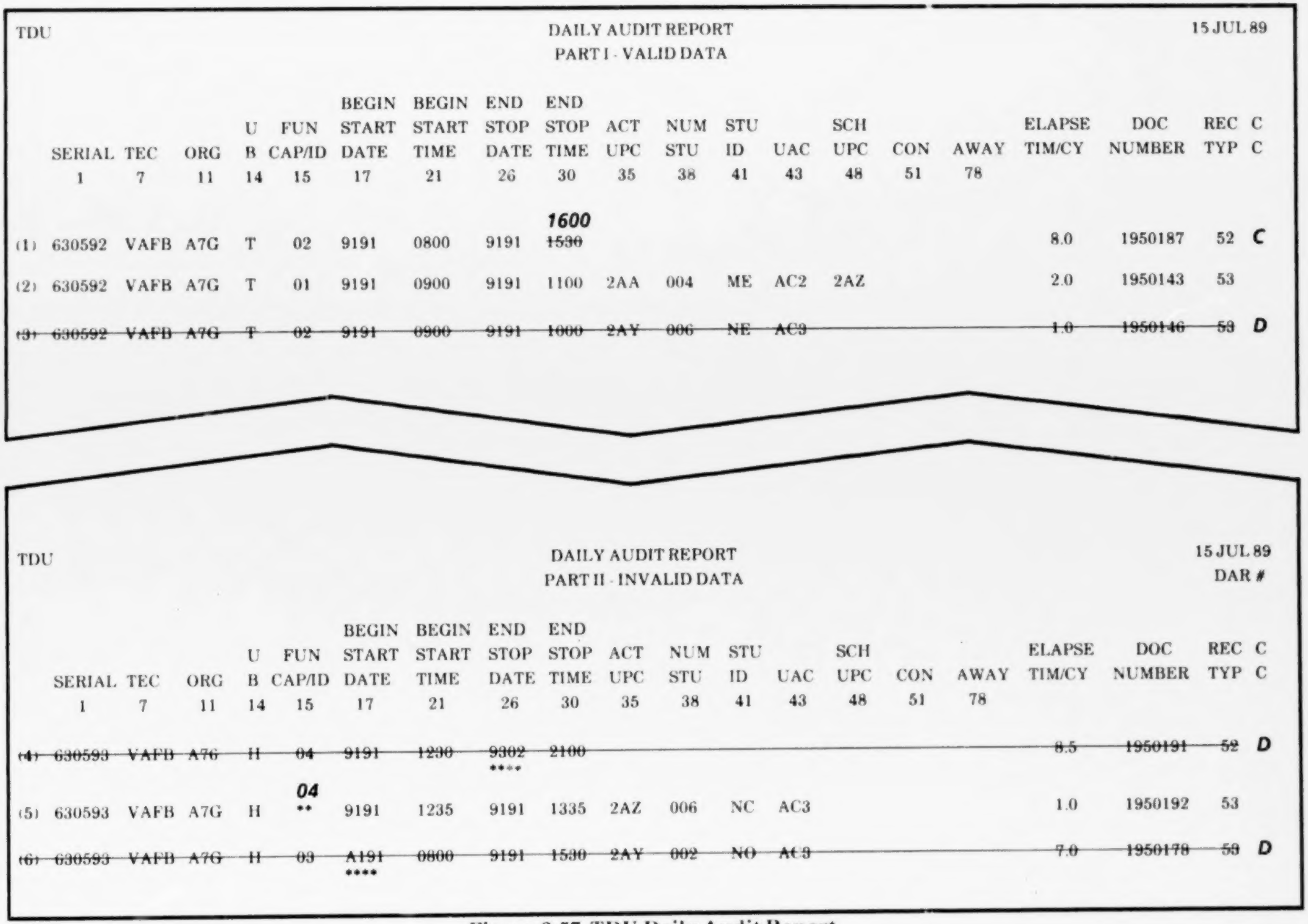
a. Line (1) illustrates a correction to Part I of the TDU DAR.

b. Line (3) illustrates the deletion of an entire entry.

c. Line (4) indicates an erroneous end stop date. The entire record must be deleted and a new source document resubmitted.

d. Line (5) indicates an error in the Functional Capability/Identifier (FUNCAP/ID) column. The error is shown with corrections applied.

e. Line (6) indicates an error in the begin start date. The entire record must be deleted and a new source document resubmitted.



TDU

DAILY AUDIT REPORT
PART I - VALID DATA

15 JUL 89

	SERIAL 1	TEC 7	ORG 11	U B 14	FUN CAP/ID 15	BEGIN START DATE 17	BEGIN START TIME 21	END STOP DATE 26	END STOP TIME 30	ACT UPC 35	NUM STU 38	STU ID 41	UAC 43	SCH UPC 48	CON 51	AWAY 78	ELAPSE TIM/CY	DOC NUMBER	REC TYP	C C
(1)	630592	VAFB	A7G	T	02	9191	0800	9191	1600 ~~1530~~								8.0	1950187	52	C
(2)	630592	VAFB	A7G	T	01	9191	0900	9191	1100	2AA	004	ME	AC2	2AZ			2.0	1950143	53	
~~(3)~~	~~630592~~	~~VAFB~~	~~A7G~~	~~T~~	~~02~~	~~9191~~	~~0900~~	~~9191~~	~~1000~~	~~2AY~~	~~006~~	~~NE~~	~~AC3~~				~~1.0~~	~~1950146~~	~~53~~	D

TDU

DAILY AUDIT REPORT
PART II - INVALID DATA

15 JUL 89
DAR #

	SERIAL 1	TEC 7	ORG 11	U B 14	FUN CAP/ID 15	BEGIN START DATE 17	BEGIN START TIME 21	END STOP DATE 26	END STOP TIME 30	ACT UPC 35	NUM STU 38	STU ID 41	UAC 43	SCH UPC 48	CON 51	AWAY 78	ELAPSE TIM/CY	DOC NUMBER	REC TYP	C C
~~(4)~~	~~630593~~	~~VAFB~~	~~A76~~	~~H~~	~~04~~	~~9191~~	~~1230~~	~~9302~~ ****	~~2100~~								~~8.5~~	~~1950191~~	~~52~~	D
(5)	630593	VAFB	A7G	H	04 **	9191	1235	9191	1335	2AZ	006	NC	AC3				1.0	1950192	53	
~~(6)~~	~~630593~~	~~VAFB~~	~~A7G~~	~~H~~	~~03~~	~~A191~~ ****	~~0800~~	~~9191~~	~~1530~~	~~2AY~~	~~002~~	~~NO~~	~~AC3~~				~~7.0~~	~~1950178~~	~~59~~	D

Figure 3-57 TDU Daily Audit Report

3.4.8 User Monthly Utilization Report (TDU-2). This report summarizes, by student identification, the scheduled utilization purpose code, actual utilization purpose code, number of students trained, and student hours by each user activity code during the accounting period (Figure 3-59a).

3.4.8.1 Use. The report provides capability of monitoring training device utilization by activity and by syllabi. This report aids managers in measuring training device utilization in more detail since the utilization purpose code and amount of training accomplished by each activity are provided. This report is provided to using activities that request the report for their training records.

3.4.8.2 The report is sorted in the following sequence:

a. ORG.
b. User activity code (major sort).
c. TEC.
d. Actual utilization purpose code.
e. Student identification.
f. Scheduled utilization purpose code.

3.4.8.3 Totals

a. Detail data on the report is single spaced and each line represents a summarization for each scheduled utilization purpose code within student identification.

b. A two-star (**) total will be printed upon a change in student identification, actual utilization purpose code, TEC, or user activity code.

c. A three-star (***) total will be printed upon a change in actual utilization purpose code, TEC, or user activity code.

d. A four-star (****) total will be printed upon a change in TEC or user activity code.

e. A five-star (*****) total will be printed upon a change in user activity code.

3.4.8.4 The following are explanations of selected line entries of the TDU-2 (Figure 3-59a):

a. Line (3) is a summary of change in student identification.

b. Line (10) summarizes when there is a change in TEC.

c. Line (11) summarizes when a change in user activity code takes place. It will eject to a new page upon change in user activity code (after printing five-star (*****) total line).

3.4.9 Monthly Training Device Utilization Report (TDU-3). This report summarizes the actual and capable device utilization and the man-hours trained by utilization purpose code (Figure 3-59b).

3.4.9.1 Use. This report aids managers in measuring training device utilization by position number. It also gives managers utilization percentage based on capability available during the accounting period.

3.4.9.2 The report is sorted in the following sequence:

a. ORG code (major sort).
b. TEC.
c. Serial number.
d. Functional identifier.
e. Actual utilization purpose code.

3.4.9.3 Totals

a. Detail data on the report is single spaced and each line represents a summarization for each actual utilization purpose code within functional identifier.

b. A two-star (**) total will be printed upon a change in functional identifier.

c. A three-star (***) total will be printed upon a change in serial number or TEC.

3.4.9.4 The following are explanations of selected line entries of the TDU-3 (Figure 3-59b):

a. Line (3) is a summary of man-hours trained in position number two with actual Utilization Purpose Code 2AA.

b. Line (5) is a summary of change in functional identifier.

c. Line (6) summarizes when a change in serial number will eject to a new page upon change in serial number (after printing three-star (***) total line).

ORG: A7G USER MONTHLY UTILIZATION REPORT JUL 89
TDU-2

	UAC	TEC	ACT UPC	STU ID	SCHED UPC	NUM STU TRAINER	STU MHRS	NUM STU LOST	DEVICE TIME LOST
(1)	AC2	VAFB	2AA	01		10	50.0		
(2)	AC2	VAFB	2AA	01	2AY	5	30.0		
(3)				01 **		15	80.0		
(4)	AC2	VAFB	2AA	02		6	96.0		
(5)				02 **		6	96.0		
(6)			2AA	***		21	176.0		
(7)	AC2	VAFB	X13					5	40.0
(8)								5	40.0
(9)			X13	***				5	40.0
(10)		VAFB	****			21	176.0	5	40.0
(11)	AC2	*****				21	176.0	5	40.0

Figure 3-59a User Monthly Utilization Report (TDU-2)

TDU-3 MONTHLY TRAINING DEVICE UTILIZATION REPORT JUL 89

	ORG	TEC	SERIAL	FUN ID	ACT UPC	NO. STU	UTIL BASE	MHRS TRAINED	DEVICE UTILIZATION ACTUAL	DEVICE UTILIZATION CAPABLE	PERCENT CAPABILITY ACCOMPLISHED	TOTAL TIME/CYCLES
(1)	A7G	VAFB	630592	0	1AR		H		40.0			
(2)				** 0					40.0			
(3)	A7G	VAFB	630592	2	2AA	21	H	176.0	88.0			
(4)	A7G	VAFB	630592	2	2AY	10	H	80.0	40.0			
(5)				** 2		31		256.0	128.0	200.0	64.0	
(6)		***	630592	2		31		256.0	128.0	400.0	32.0	200.0 HOURS

Figure 3-59b Monthly Training Device Utilization Report (TDU-3)

3.5 Repairable Management Data Reports (MRs)

3.5.1 Material Reports. These reports reflect material reporting data and are described in the following paragraphs.

3.5.1.1 MR-1-1 (Figure 3-61) is provided for the purpose of repairables management and fixed allowance determination under operational support inventory (OSI) procedures. This report merges supply and maintenance data elements to determine usage and TAT of locally processed repairables. The MR-1-1 and MR-1-2 are nearly identical reports except for sequence in which they are produced and the totals taken. Each report will consist of two parts. Part I will be a detailed list and Part II will be a summarization of the detail list.

3.5.1.2 Data source for these reports will be material issue documents (RECTYP 60) which have Material Control Code (MCC) of D, E, G, H, Q, or X and a Cognizance Symbol (COG) of 1R, 2R, 4Z, 6K, 6R, 7G, 7R, 7Z, 8R or with a Blank MCC and COGs of 9F, 9I, 9J, or 9V. These 60 records are married to corresponding VIDS/MAF Copy 1 (match on JCN), with TRCODE of 31/32 and/or 63 transaction.

3.5.1.3 This report is sorted in the following sequence:

a. WUC.

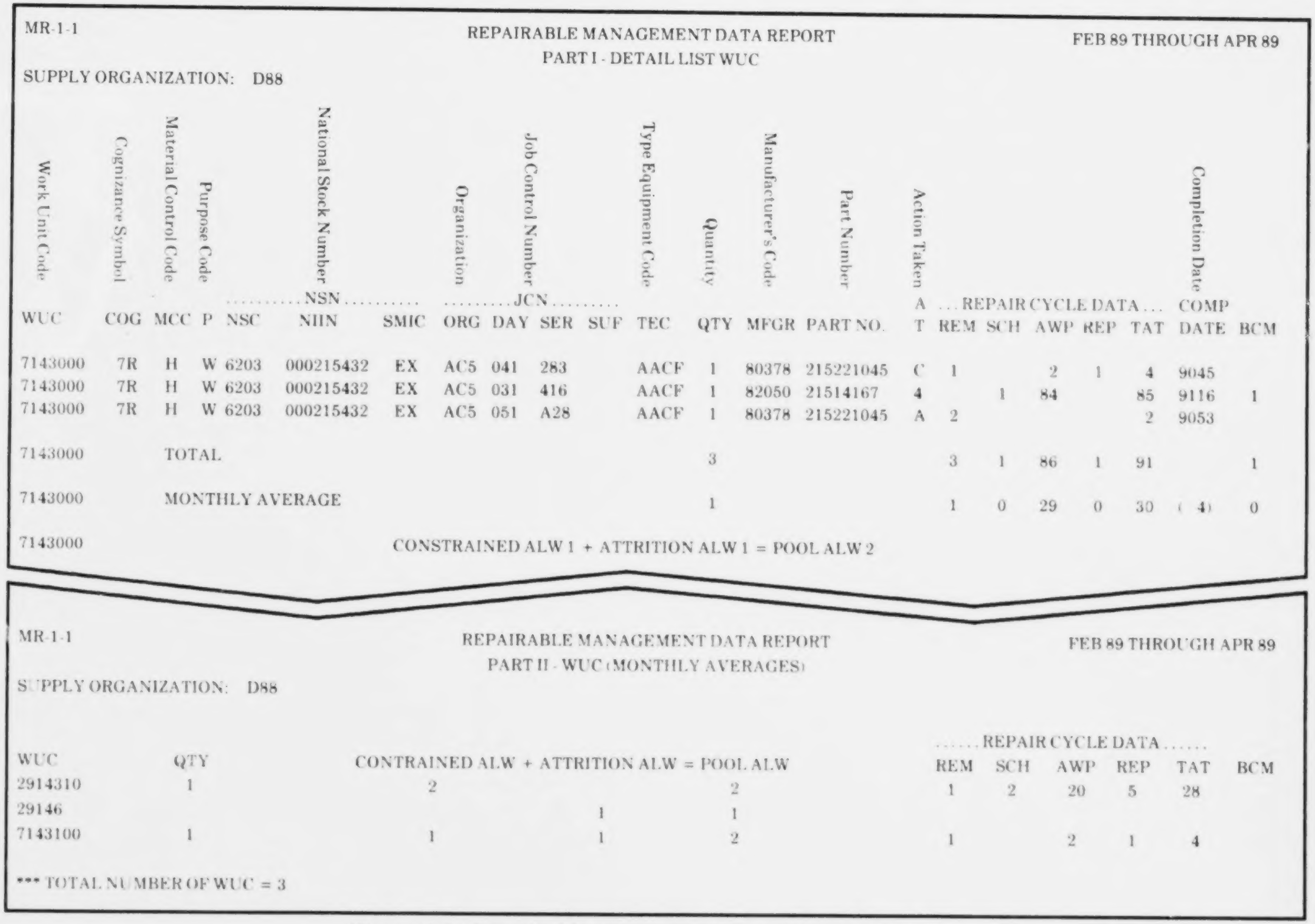
b. National item identification number (NIIN).

c. JCN.

3.5.1.4 Data for the current six months will be used for production of this report. The requesting activity has the capability to select the report period desired. The requested report must, however, be within the current six months and must be specified in increments of monthly accounting periods only. The requesting activity may also select either the Part I or the Part II independently, or both.

3.5.1.5 Part I detail lines will represent a single material issue (60) (DD1348) which has a corresponding (JCN Match) 31/32 VIDS/MAF Copy 1 transaction and/or 63 transaction. If a material issue resides in the data base without a matching 31/32 VIDS/MAF Copy 1 transaction and/or 63 transaction, it will not be printed until it has remained in the data base for six months. A 31/32 VIDS/MAF Copy 1 and/or 63 transaction residing in the data base without a matching material issue will never be printed.

3.5.1.6 The TAT printed in the Repair Cycle Data section of the MR-1-1 will contain constraints as described in FASOINST 4441.16H (NOTAL). The actual results are then printed for each repair cycle data element but the constrained results will be accumulated within the computer and applied to the TAT.



MR-1-1

REPAIRABLE MANAGEMENT DATA REPORT
PART I - DETAIL LIST WUC

FEB 89 THROUGH APR 89

SUPPLY ORGANIZATION: D88

Work Unit Code	Cognizance Symbol	Material Control Code	Purpose Code	National Stock Number			Organization	Job Control Number			Type Equipment Code	Quantity	Manufacturer's Code	Part Number	Action Taken						Completion Date	
				..........NSN..........			.........JCN.........								A	...REPAIR CYCLE DATA...					COMP	
WUC	COG	MCC	P	NSC	NIIN	SMIC	ORG	DAY	SER	SUF	TEC	QTY	MFGR	PART NO.	T	REM	SCH	AWP	REP	TAT	DATE	BCM
7143000	7R	H	W	6203	000215432	EX	AC5	041	283		AACF	1	80378	215221045	C	1		2	1	4	9045	
7143000	7R	H	W	6203	000215432	EX	AC5	031	416		AACF	1	82050	21514167	4		1	84		85	9116	1
7143000	7R	H	W	6203	000215432	EX	AC5	051	A28		AACF	1	80378	215221045	A	2				2	9053	
7143000		TOTAL										3				3	1	86	1	91		1
7143000		MONTHLY AVERAGE										1				1	0	29	0	30	(4)	0

7143000 CONSTRAINED ALW 1 + ATTRITION ALW 1 = POOL ALW 2

MR-1-1

REAPIRABLE MANAGEMENT DATA REPORT
PART II - WUC (MONTHLY AVERAGES)

FEB 89 THROUGH APR 89

SUPPLY ORGANIZATION: D88

					......REPAIR CYCLE DATA......					
WUC	QTY	CONTRAINED ALW +	ATTRITION ALW =	POOL ALW	REM	SCH	AWP	REP	TAT	BCM
2914310	1	2		2	1	2	20	5	28	
29146			1	1						
7143100	1	1	1	2	1		2	1	4	

*** TOTAL NUMBER OF WUC = 3

Figure 3-61 Repairable Management Data Report (MR-1-1)

3.5.2 MR-1-2 (Figure 3-63) is provided for the purpose of repairables management and fixed allowance determination under OSI procedures. This report merges supply and maintenance data elements to determine usage and TAT of locally processed repairables. MR-1-1 and MR-1-2 are nearly identical reports except for sequence in which they are produced and the totals taken. Each report will consist of two parts, Part I will be a detailed list and Part II will be a summarization of the detail list.

3.5.2.1 Data source for these reports will be material issue documents (RECTYP 60) which have MCC of D, E, H, or X and a COG of 1R, 2R, 6R, 7G, 7Z, 8R, 9I, or 9J. These 60 records are married to corresponding VIDS/MAF Copy 1 (match on JCN), with TRCODE of 31/32 and/or 63 transaction.

3.5.2.2 This report is sorted in the following sequence:

a. NIIN.

b. JCN.

3.5.2.3 Data for the current six months will be used for production of this report. The requesting activity has the capability to select the report period desired. The requested report must, however, be within the current six months and must be specified in increments of monthly accounting periods only. The requesting activity may also select either part I or part II independently, or both.

3.5.2.4 Part I detail lines will represent a single material issue (60) (DD1348) which has a corresponding (JCN Match) 31/32 VIDS/MAF Copy 1 transaction and/or 63 component turn-in record VIDS/MAF Copy 2. If a material issue resides in the data base without a matching 31/32 VIDS/MAF Copy 1 transaction and/or 63 transaction, it will not be printed until it has remained in the data base for six months. A 31/32 VIDS/MAF Copy 1 and/or 63 transaction residing in the data base without a matching material issue will never be printed.

3.5.2.5 The TAT printed in the repair cycle data section of the MR-1-2 will contain constraints as described in FASOINST 4441.16H (NOTAL). Actual results are printed for each repair cycle data element but the constrained results will be accumulated within the computer and applied to the TAT.

MR-1-2 REPAIRABLE MANAGEMENT DATA REPORT MAY 89 THROUGH OCT 89

PART I - DETAIL LIST NIIN

SUPPLY ORGANIZATION: A8B

Work Unit Code	Cognizance Symbol	Material Condition Code	Purpose Code	National Stock Number			Organization	Job Control Number			Type Equipment Code	Quantity	Manufacturer's Code	Part Number	Action Taken						Completion Date	
				NSN			JCN								A	REPAIR CYCLE DATA					COMP	
WUC	COG	MCC	P	NSC	NIIN	SMIC	ORG	DAY	SER	SUF	TEC	QTY	MFGR	PART NO.	T	REM	SCH	AWP	REP	TAT	DATE	BCM
726GH	2R	E	A	5895	000049588	EE	AJ1	160	123		AEBC	1	80249	121257-1	C	1	1		3	5	9165	
726GH	2R	E	A	5895	000049588	EE	AJ1	176	456		AEBC	1	80058	KY744AP	4	2	1	10	1	14	9190	1
726GH	2R	E	A	5895	000049588	EE	AJ1	269	789		AEBC	1	26512	123SCAV5073-1	B	1	1	3	2	6	9275	
					000049588		TOTAL					3				4	3	13	6	25		1
					000049588		MONTHLY AVERAGE					1				1	1	4	2	8	(7)	0
					000049588		CONSTRAINED ALW 1 + ATTRITION ALW 2 = POOL ALW 3															

MR-1-2 REPAIRABLE MANAGEMENT DATA REPORT MAY 86 THROUGH OCT 89

PART II - NIIN SUMMARY (MONTHLY AVERAGES)

SUPPLY ORGANIZATION: A8B

					REPAIR CYCLE DATA					
NIIN	QTY	CONTRAINED ALW +	ATTRITION ALW =	POOL ALW	REM	SCH	AWP	REP	TAT	BCM
000049588	1	2	1	3	1	1	2	3	7	
006030471	6	5	2	7	1	1	6	3	11	13
008823097	9	4	7	11	1	2	5	8	16	4

*** TOTAL NO. OF NIIN = 3

Figure 3-63 Repairable Management Data Report (MR-1-2)

3.5.3 Expense Item Management Data Reports MR-2-1, MR-2-2, and MR-2-3 are provided for the purpose of reviewing consumable (expense) item maintenance usage to set stock levels of those items under OSI procedures. These reports display frequency and demand data on all maintenance related expense items for up to six months. The three reports are basically the same, except for the sequence differences.

3.5.3.1 Data source for these reports will be the DD1348, Material Issues (60 records), TD compliance Material Issues (64 records), Initial Outfitting Issues (65 records), and Indirect Material Issues (67 records). Only those records where the first position of the COG is 0, 1, 3, 5, or 9 (except 1R when the MCC is D) will qualify for these reports. SUPORG code will be the basis of organization selection.

3.5.3.2 The MR-2-1, MR-2-2, and MR-2-3 reports will be prepared as described in the following paragraphs.

3.5.3.2.1 MR-2-1

a. SUPORG.

b. COG.

c. NIIN.

3.5.3.2.2 MR-2-2

a. SUPORG.

b. JCNORG.

c. NIIN.

3.5.3.2.3 MR-2-3

a. SUPORG.

b. TEC.

c. WUC.

d. NIIN.

3.5.3.3 The requesting activity has the ability to select the report period desired, however, the period requested must be within the current six month period and be specified in increments of monthly accounting periods.

3.5.3.4 Illustrations of the MR-2-1, MR-2-2, and MR-2-3 Reports are shown in Figures 3-65a, 3-65b, and 3-66.

MR-2-1 EXPENSE ITEM MANAGEMENT DATA REPORT FEB 89 THROUGH APR 89

SUPPLY ORGANIZATION: D88

Cognizance Symbol COG	Material Control Code MCC	Purpose PURP	National Supply Classification NSC	National Item Identification Number NIIN	Special Material Identification Code SMIC	Frequency FREQ	Quantity QTY
1R	M	A	5895	002319280	FA	8	8
1R	M	A	1280	003218892	FA	6	8
1R	M	A	6605	003679201	FA	10	11
1R	M	A	1650	004811849	BP	4	4
1R	M	A	1680	005621267	BE	3	3
1R	M	A	5985	007213142	FA	5	8

** TOTAL NO. OF 1R COG ITEMS FOR SUPORG = 6

*** TOTAL NO. LINE ITEMS FOR SUPORG = 178

Figure 3-65a Expense Item Management Data Report (MR-2-1)

MR-2-2 EXPENSE ITEM MANAGEMENT DATA REPORT FEB 89 THROUGH APR 89

SUPPLY ORGANIZATION: D88
MAINT ORGANIZATION: AC3

Cognizance Symbol COG	Material Control Code MCC	Purpose PURP	National Supply Classification NSC	National Item Identification Number NIIN	Special Material Identification Code SMIC	Frequency FREQ	Quantity QTY
1R	M	A	5895	002319280	FA	8	8
1R	M	A	1280	003218892	FA	6	8
1R	M	A	6605	003679201	FA	10	11
1R	M	A	1650	004811849	BP	4	4
1R	M	A	1680	005621267	BE	3	3
1R	M	A	5985	007213142	FA	5	8

** TOTAL NO. OF LINE ITEMS FOR JCNORG = 6

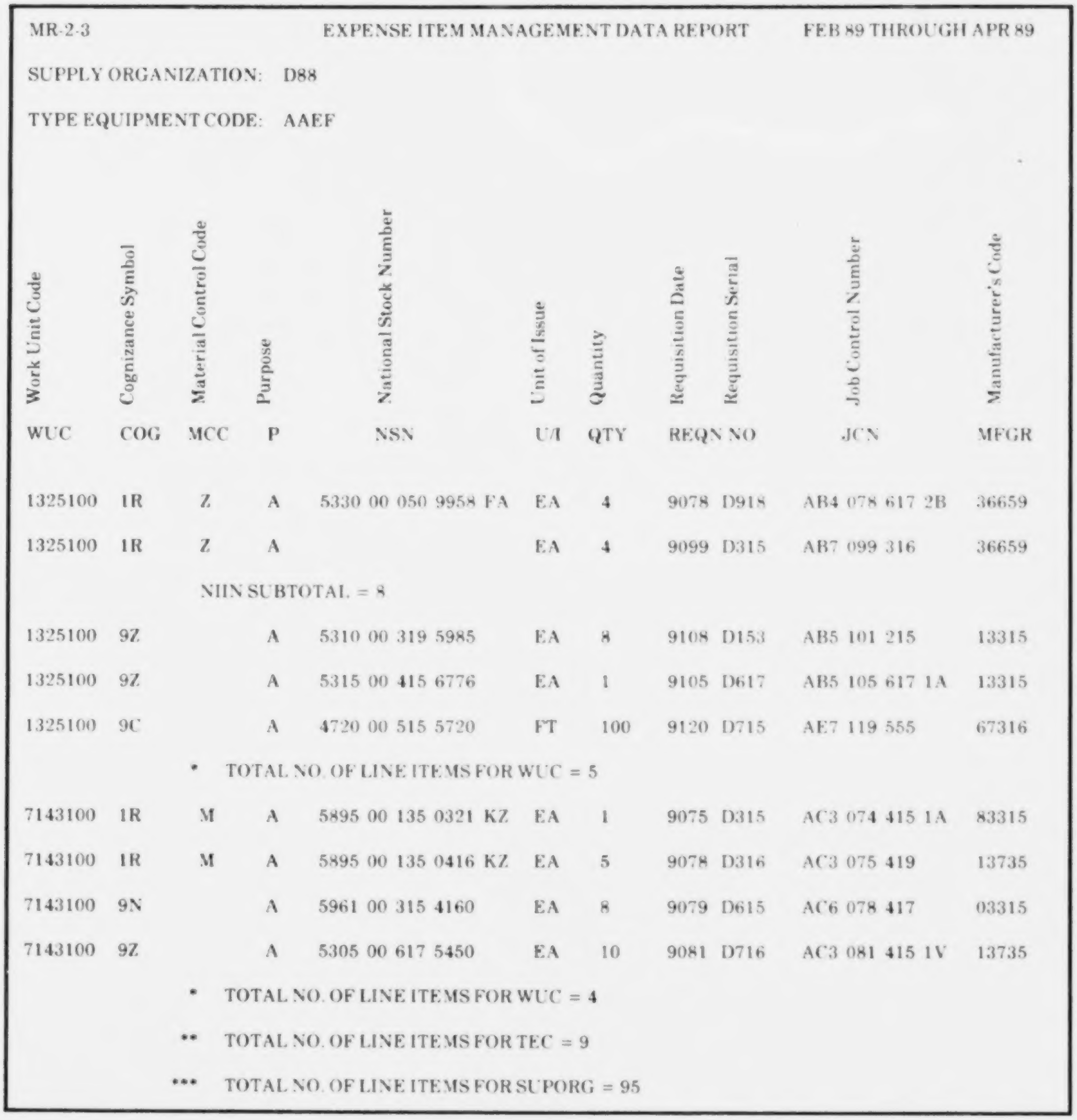
MAINT ORGANIZATION: AJ1

COG	MCC	PURP	NSC	NIIN	SMIC	FREQ	QTY
9G		A	5960	005327999		3	3
9G		A	5960	006284081		4	4
9G		A	5865	007498032		2	3
5P		A	5965	008497364		5	8

** TOTAL NO. OF LINE ITEMS FOR JCNORG = 4

*** TOTAL NO. OF LINE ITEMS FOR SUPORG = 48

Figure 3-65b Expense Item Management Data Report (MR-2-2)



```
MR-2-3                 EXPENSE ITEM MANAGEMENT DATA REPORT          FEB 89 THROUGH APR 89

SUPPLY ORGANIZATION:   D88

TYPE EQUIPMENT CODE:   AAEF

Work Unit   Cognizance  Material      Purpose  National Stock         Unit of  Quantity  Requisition  Requisition  Job Control        Manufacturer's
Code        Symbol      Control Code           Number                 Issue              Date         Serial       Number             Code
WUC         COG         MCC           P        NSN                    U/I      QTY       REQN NO                   JCN                MFGR

1325100     1R          Z             A        5330 00 050 9958 FA    EA       4         9078         D918         AB4 078 617 2B     36659
1325100     1R          Z             A                               EA       4         9099         D315         AB7 099 316        36659
                        NIIN SUBTOTAL = 8
1325100     9Z                        A        5310 00 319 5985       EA       8         9108         D153         AB5 101 215        13315
1325100     9Z                        A        5315 00 415 6776       EA       1         9105         D617         AB5 105 617 1A     13315
1325100     9C                        A        4720 00 515 5720       FT       100       9120         D715         AE7 119 555        67316
                        *    TOTAL NO. OF LINE ITEMS FOR WUC = 5
7143100     1R          M             A        5895 00 135 0321 KZ    EA       1         9075         D315         AC3 074 415 1A     83315
7143100     1R          M             A        5895 00 135 0416 KZ    EA       5         9078         D316         AC3 075 419        13735
7143100     9N                        A        5961 00 315 4160       EA       8         9079         D615         AC6 078 417        03315
7143100     9Z                        A        5305 00 617 5450       EA       10        9081         D716         AC3 081 415 1V     13735
                        *    TOTAL NO. OF LINE ITEMS FOR WUC = 4
                        **   TOTAL NO. OF LINE ITEMS FOR TEC = 9
                        ***  TOTAL NO. OF LINE ITEMS FOR SUPORG = 95
```

Figure 3-66 Expense Item Management Data Report (MR-2-3)

CHAPTER 4

Maintenance Data System Analysis

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CHAPTER 4

Maintenance Data System Analysis

4.1 Analysis Techniques

4.1.1 Purpose. This section provides general guidance for basic analysis techniques that can be applied to maintenance data reports (MDRs), subsystem capability and impact reporting (SCIR) reports, and utilization reports. Analysis techniques include the extraction, examination, and presentation of pertinent data. The resulting analysis products will assist management in attaining effective and economical use of personnel and material resources. The Maintenance Data System (MDS) is designed to accumulate factual data pertaining to all phases of maintenance. These data are made available to management in the form of standard MDS reports. The function of analysis is to examine the data contained in these reports and determine what affect the conditions indicated may have on the maintenance effort. Analysis will show favorable and unfavorable conditions in the maintenance scheme. The MDS will be of little value if its data is not used to the fullest extent. Action taken to resolve any disparities revealed by these analyses is a responsibility of command.

4.1.2 General Analysis Techniques. The various MDS reports consist of coded elements of data, listed or summarized in logical arrangements. To be of practical use to management, selected data elements must be assembled, studied, and suitably presented. The performance of these functions is called analysis.

4.1.3 Initiation of Analysis. The requirements for analysis may stem from various sources and apply to a wide range of maintenance subjects. Analysis may be initiated to provide an answer to a specific problem, or to study selected areas of maintenance, for example, personnel utilization and productivity of work centers. Requirement for analysis should be the result of a "need to know" situation imposed by management. An analysis based on clear, concise requirements is more likely to be meaningful and useful to the maintenance manager than one based on generalities.

4.1.4 Data Selection. Once the subject of the analysis has been identified, the analyst must determine what data will be needed to fulfill the requirement. No standard rules can be applied to this phase of analysis. The analyst must choose wisely, ensuring all facts that have a bearing on the subject are included in the analysis. The analyst must also know which report, or combination of reports, will best provide the needed data.

4.1.5 Data Extraction. The extraction of data is usually a mechanical process; certain columns or lines of the report are screened to identify and select the desired data. Selected data are transposed to some type of work sheet to facilitate subsequent steps of the analysis. Design of the work sheet should be simple, allow posting of the extracted data in methodical sequence, and provide space for computation of totals and subtotals as needed.

4.1.6 Translation of Data. The major portion of the extracted data consists of coded entries, which must be translated into meaningful terms before being analyzed. The design of the work sheet should incorporate translation provisions, for example, columnar headings can contain both coded and descriptive terminology.

4.1.7 Examination of Data. This process involves the detailed study, or examination, of the accumulated data. There is no restriction as to who may do an analysis. In many instances it is desirable that an analysis be completed in its entirety by a person technically qualified in the subject being analyzed, although this is not always possible. Identical results may often be obtained through teamwork. For example, personnel assigned to Quality Assurance Analysis (QA/A) may accumulate the required data, call in a representative from a work center to examine the data, and jointly prepare a commentary pertinent to the analysis. Likewise, a work center could accomplish many phases of the analysis, calling on QA/A only for assistance in selecting and extracting the desired data. Regardless of who accomplished the examination, the intent of the detailed study of the accumulated data is the same, that is, (1) to determine if a problem actually exists, (2) to identify the factors contributing to the problem, (3) to list possible conclusions, and (4) to suggest possible alternative courses of action. Any decision or action based on the detailed study is the responsibility of maintenance managers. During the course of the examination, certain standards or other measuring criteria may be employed. Statistical formulas may also be used. The measuring criteria contained in this chapter are for illustration purposes only. It is not the intent of this section to establish standards for analysis.

4.1.8 Presentation Methods. Oral presentation is an abbreviated version of your knowledge which you orally present to another person or group of persons who need to know what you already know. Therefore, the oral presentation should be thought of as an opportunity to help others through a method which allows a person-to-person exchange. The personalization of an oral presentation tends to make the information more valuable and immediately meaningful. This type of presentation also allows for the response to questions, clarification, and other assistance. As a general rule, a presentation should be made using some visual aids to employ several of the listener's senses simultaneously. Studies have shown that a verbal description alone produces an audience recall value of 70% after three hours and only 10% after three days; and visuals alone produce an audience recall value of 75% after three hours and 20% after three days. However, when both verbal and visual aids are combined into an effective presentation the audience recall will be 85% and 65% for the same time periods. Various displays, for example, charts, graphs, and tables, may be used to present the results of analysis. To be effective, these presentations should be designed to fit the intended audience. The following guides are provided to assist in the preparation of presentations.

4.1.8.1 Plan ahead.

4.1.8.2 Keep the presentation simple, honest, and accurate.

4.1.8.3 Try not to create the wrong impression.

4.1.8.4 Use one subject at a time.

4.1.8.5 In constructing charts:

a. Keep background clear of unnecessary grids.

b. Do not crowd the material.

c. Use full and accurate title.

d. Start scales at zero.

e. Prepare a neat, attractive presentation.

f. Include pertinent comments on charts, graphs, and tables.

g. Use short complete notes where necessary.

h. Indicate the source of the data contained in the presentation.

4.1.9 Monthly Maintenance Summaries. Within the MDS large amounts of readiness and maintenance data are generated at the local level. These data consist of coded elements which are summarized in daily and monthly reports. To be of practical use to management, summarized reports must be compiled, studied and analyzed by all supervisory personnel in the maintenance activity. The most common format for presenting equipment maintenance and utilization data on a monthly basis is the monthly maintenance summary. Local management benefits derived from the MDS, are directly proportioned to the use of available MDS data. If MDS data are used in the decision making process, the monthly maintenance summary will prove itself an excellent management tool for maintenance managers to review and improve the performance of the department or work center. The monthly maintenance summary provides a coordinated combination of MDS reports to highlight specific problem areas and improve overall maintenance management. Subtle trends may be detected and corrected before they reach crisis levels through analysis over a period of time.

4.2 Analysis Products. This paragraph gives examples that may be derived from data available in the MDS reports. These examples represent typical analysis applications. The accompanying text provides sample extraction procedures, examination methods, and other analysis techniques. The exhibits are samples only and are not intended to prescribe a standard reporting format.

4.2.1 Computation of Job Averages. The average number of man-hours required to accomplish a specific job (job average) is often used in conjunction with manning studies, workload scheduling, and similar managerial applications. Job averages may pertain to a simple remove and replace action or encompass the entire look phase of a calendar inspection. Job averages may be limited to the man-hours contributed by a single work center or include the man-hours documented by all work centers. Local needs will dictate the actual extent of a particular job. A typical method of computing a job average when only one work center and one maintenance action are involved is given in the following paragraphs.

4.2.1.1 Sources of Data

a. The work unit code (WUC), action taken code, and malfunction description code defining the job will be determined locally.

b. Using the MDR-6, extract the items processed and man-hours shown on all lines listed for the specific job (Columns WUC, AT, MAL, IP, and MHRS).

4.2.1.2 Computation of Average. To compute job average, divide the total man-hours by the total items processed. The reliability of the computed average is influenced by the amount of data used in the computation. To ensure best results, statistics for an extended period of time should be used.

4.2.2 Identification of High Man-hour, Maintenance Action, and Failure Rate Items. Using data available in standard MDRs, it is possible to identify items or components that consume most man-hours, account for the highest number of maintenance actions (items processed), or have highest failure rate. Analyses of facts pertaining to these items may reveal existence of improper maintenance practices, material deficiencies, lack of technical proficiency, or similar conditions. Such conditions would be cause for QA/A training.

4.2.2.1 Source of Data. MDR-6.

4.2.2.2 Extraction of Data

a. High Man-hour Consumers. Select the five systems that consumed the highest number of man-nours. To do this, compare each total for subsystem line on the MDR-6. For each of these systems, select the five WUCs that consumed the highest number of man-hours by comparing the totals for component lines on the MDR-6.

b. High Maintenance Action Items. Select the five systems with the highest number of items processed. To do this, compare the totals for subsystem lines on the MDR-6. From each of these systems, select the five WUCs with the highest number of items processed (IP) by comparing the totals for component lines on the MDR-6.

c. High Failure Rate Items. To identify the high failure rate items, it is first necessary to purify the data listed in the report. This is done by lining out nonfailure entries as indicated by the action taken (AT) and malfunction (MAL) codes. After the data has been purified, a revised items processed total can be obtained for each system. Select the five high systems by comparing the revised system totals. From these five systems, select the five high WUCs (items) by comparing the revised items processed totals obtained for each WUC (Columns WUC, AT, MAL, and IP of the MDR-6).

4.2.2.3 Special Instructions

4.2.2.3.1 The actual number of systems and items to be extracted will be governed by the needs of management. The high-five selection outlined in this manual is only one of the many combinations that may be used.

4.2.2.3.2 All duplicate entries for the same failure must be lined out.

4.2.2.3.3 A list of nonfailure codes is as follows (Appendices E and I contain the complete code lists):

a. AT Code A, D, J, L, N, P, Q, S, T, and Y.

b. MAL Code 799, 800, 804, 805, 806, 807, 811, 812, 813, and 814.

4.2.2.3.4 Extracted data are normally provided to management in a tabular format. Items may be sequenced, by magnitude of man-hours or items processed, within their respective system. Descriptive terminology, part numbers or manufacturer's identity may be used in lieu of the WUC.

4.2.3 Control Charts. The reliability of components and parts of components can be determined by the use of control charts. Using this analytical means, it is possible to compare the number of failures documented for a specific component or its parts to a computed control limit and thus identify items having an excessive rate of failure. Corrective measures to lower the failure rate for these items should then be started by management.

4.2.3.1 Source of Data. MDR-6

4.2.3.2 Component Control Chart (Figure 4-5).

4.2.3.2.1 Purify data before extracting by lining out nonfailure and duplicate entries.

4.2.3.2.2 After data are purified, determine the total number of actual failures within the system (Column IP of the MDR-6).

4.2.3.2.3 Next, determine the number of different types of components that failed within the system, using first four positions of the WUC (Column WUC of the MDR-6).

4.2.3.2.4 Using past data (preferably three or more months of data), compute the average failures using the following formula:

Total Failures ÷ Types Failed = Average Failure per type

4.2.3.2.5 Compute the upper control limit with the following formula:

Average Failure + 3 x square root of the Average Failures = Upper Control Limit

4.2.3.2.6 Determine the number of failures for each different component that failed within the system during the current month or reporting period (Columns WUC and IP of the MDR-6).

4.2.3.2.7 Enter the applicable failed component WUCs and nomenclature on the chart, and plot the number of failures, average failures, and upper control limit.

4.2.3.2.8 Identify and further analyze any component that exceeds the control limit to find out if a particular part is at fault.

4.2.3.3 Parts Control Chart (Figure 4-6).

4.2.3.3.1 Using purified data, determine the total number of actual failures within the component (Column IP of the MDR-6).

4.2.3.3.2 Determine the number of different types of parts that failed within the component by the five character WUC (Column WUC of the MDR-6).

4.2.3.3.3 Using past data (preferably three or more months of data), compute the average failures and upper control limit using the formula shown in paragraphs 4.2.3.2.4 and 4.2.3.2.5.

4.2.3.3.4 Determine the number of failures for each different part that failed within the component during the current month or reporting period (Columns WUC and IP of the MDR-6).

4.2.3.3.5 Enter the applicable failed part WUC and nomenclature on the chart and plot number of failures, average failures, and upper control limit.

4.2.3.3.6 Identify any part that exceeds the control limit.

4.2.3.4 Special Instructions

4.2.3.4.1 Representative methods used to select systems and components to be analyzed as follows:

a. Establish a control limit for each system. Then analyze only those systems that exceed the control limits. Data for the past three months or longer is desired when computing the average failures and control limits.

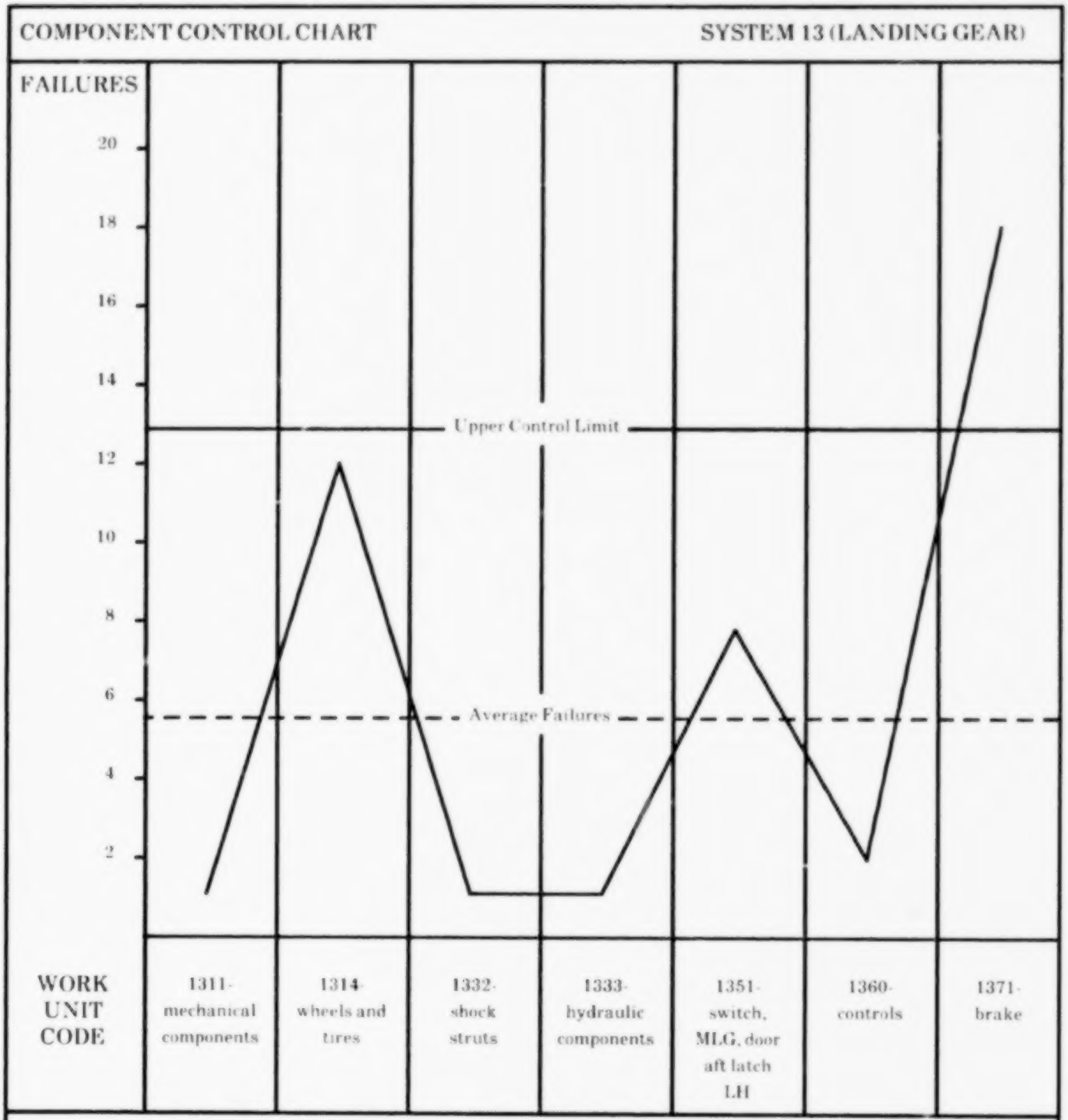
b. Continually analyze the high five failure rate systems.

c. Periodically recompute average failures and control limits.

4.2.3.4.2 In some instances, it will be evident, from the analysis that improper maintenance practices rather than defective parts are contributing to a high failure rate. Management should be informed of this situation.

4.2.3.4.3 Appropriate comments should accompany the charts.

4.2.4 Cannibalization Trend Chart and Summary. Under ideal conditions there would be little need for cannibalization. Ideal conditions, however, do not always exist and it may be necessary to resort



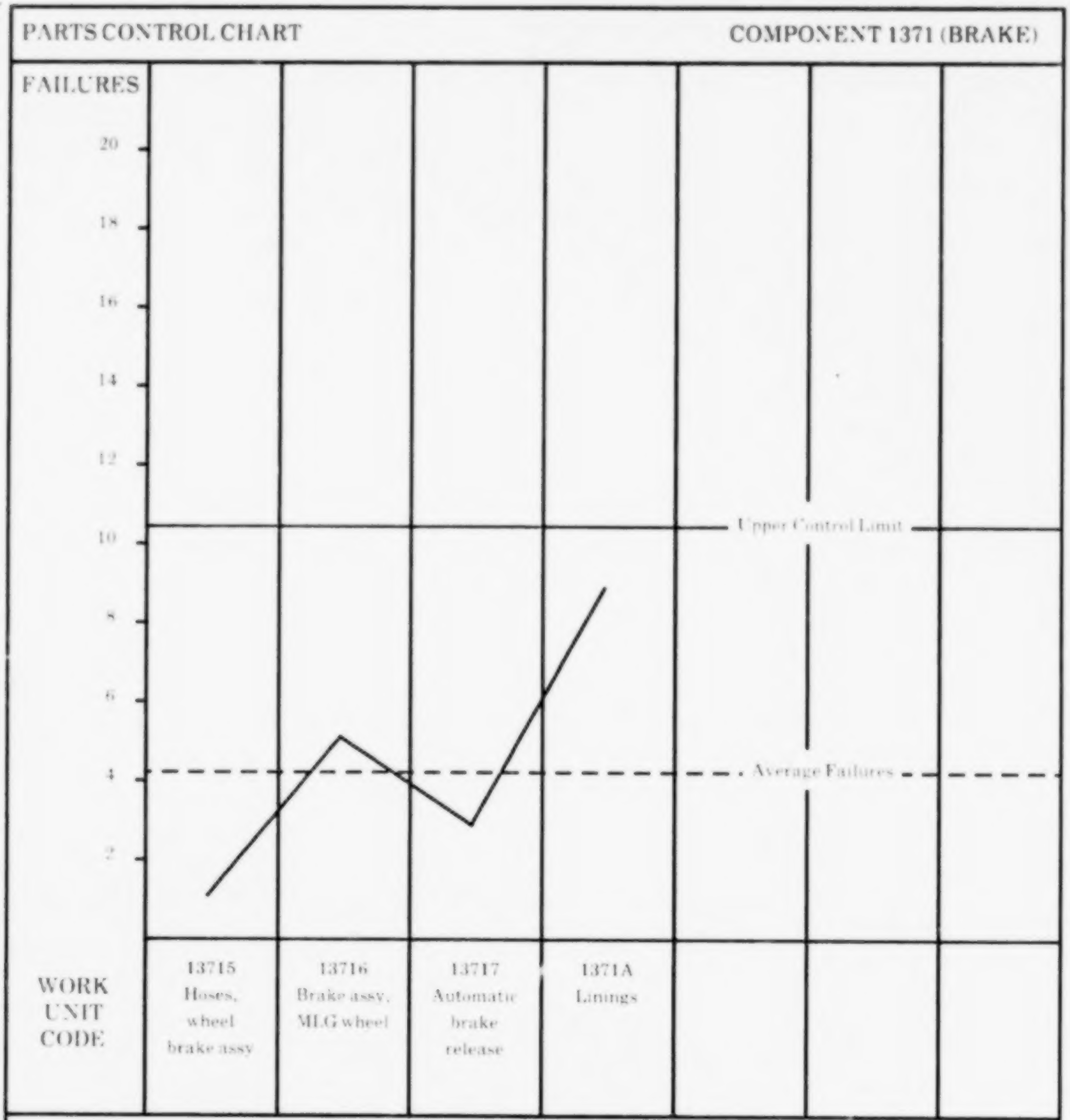
Average Failures = 120/21 = 5.71

Upper Control Limit = 5.71 + 3 $\sqrt{5.71}$ = 12.9

REPORTING PERIOD: May to July 1989

SOURCE: MDR-6

Figure 4-5 Component Control Chart



Average Failures = 51/12 = 4.25

Upper Control Limit = $4.25 + 3\sqrt{4.25} = 10.4$

REPORTING PERIOD: May to July 1989

SOURCE: MDR-6

Figure 4-6 Parts Control Chart

to cannibalization. Cannibalization Trend Chart and Cannibalization Summary, shown in Figures 4-8 and 4-9, are designed to inform the maintenance officer (MO) of the extent of cannibalization and identify the items involved. Reduction or elimination of cannibalization should be of prime concern to management. Not only is a shortage of parts realized, but an added man-hour expenditure is incurred in removing and replacing the cannibalized item. The cannibalization man-hours per flight hour figure, when compared to the direct maintenance man-hour per flight hour figure, indicates the additional cost in man-hours attributed to cannibalization.

4.2.4.1 Sources of Data

4.2.4.1.1 Cannibalization Trend Chart (Figure 4-8):

a. To obtain the total items cannibalized, select the total items processed for AT Code T (Columns AT and IP, on the MDR-12).

b. To obtain the total man-hours spent in cannibalization, select total man-hours listed for AT Code T (Columns AT and MH, on MDR-12).

c. To obtain cannibalization man-hours per flight hour divide total man-hours expended due to cannibalization by TOTAL FLIGHT HOUR (BUNO total hours on the NAVFLIRS-1 report).

4.2.4.1.2 Cannibalization Summary (Figure 4-9)

a. To identify items cannibalized, extract WUC, type equipment code (TEC), bureau/serial number (BU/SERNO), items processed, man-hours, manufacturer, and part number for all lines containing AT Code T (Columns WUC, TEC, BU/SER, AT, IP, MHRS, MFG, and part on the MDR-12).

b. Convert the item identification and TEC to descriptive terminology.

c. Combine all like entries.

d. The months repeated figure indicates the consecutive number of months an item has been reported as cannibalized.

4.2.4.2 Examination of Data

4.2.4.2.1 A review of trend chart will show overall status of cannibalization within activity.

4.2.4.2.2 Data in the summary are used to identify specific items cannibalized, quantity of each type item involved, which type items are repeats, and equipment from which items were removed.

4.2.4.2.3 Any increase in rate of cannibalization should be of immediate concern to management. Those items that are frequently cannibalized merit special investigation to determine the cause.

4.2.4.3 Special Instructions

4.2.4.3.1 The cannibalization summary may be modified to include additional data.

4.2.4.3.2 Include comments on significant problem areas discovered during analysis.

4.2.5 Abort Malfunctions Chart. This chart is designed to show which aircraft failed to fulfill their scheduled mission (abort) because of malfunctioning equipment. It identifies, for management, aircraft systems/components causing aborts, number of items involved, and when abort malfunctions occurred (before or in flight). Abort Malfunction Chart shown in Figure 4-10 represents a typical method of presenting this type of data for an organizational level maintenance activity. The method illustrated will not be valid for activities involved in component repair because of duplication introduced by the presence of record type (RECTYP 31) (that cannot be identified) in the MDR-13.

4.2.5.1 Sources of Data. MDR-2, MDR-6, or MDR-13.

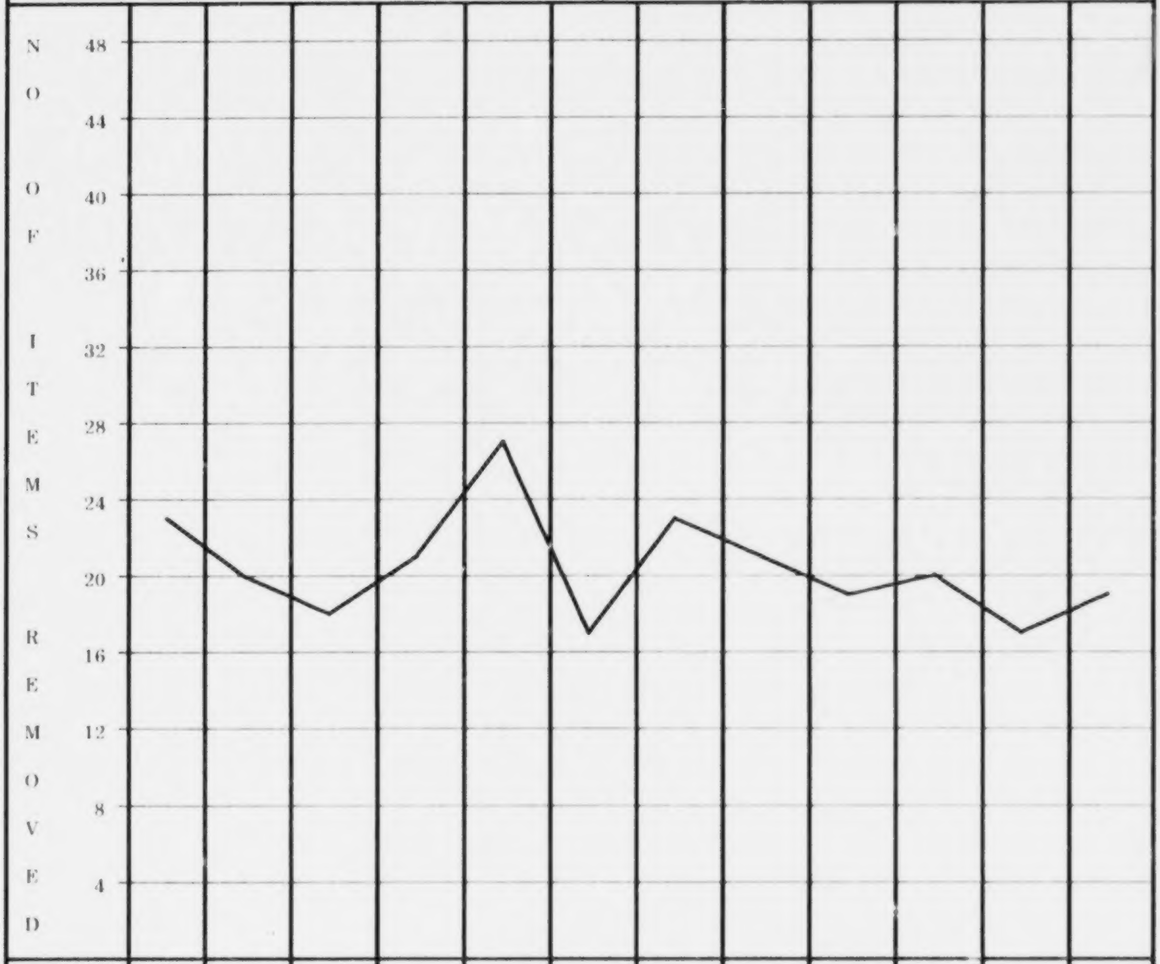
4.2.5.2 Extraction of Data

4.2.5.2.1 Before extracting any data, MDR-13 must be purified by eliminating entries that do not apply. This is done by lining out entries listing AT Codes 1 thru 9, J, K, L, N, P, Q, S, T, and Y when used with when discovered (WD) Codes A and C. (Action Taken Codes 1 thru 9 should not appear.)

4.2.5.2.2 Use only those lines containing the applicable TEC. Do not include lined out items.

4.2.5.2.3 Section I - When Malfunctions Occurred.

CANNIBALIZATION TREND CHART



Month	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Total Items	23	20	18	21	27	17	23	21	19	20	17	19
Total Man-hour	88.0	79.2	67.4	80.3	107.0	68.3	82.7	79.3	73.0	78.4	68.3	71.9
Cannibal-ization Man-hour /FltHr	.4	.4	.3	.4	.5	.4	.4	.4	.3	.4	.3	.4

Comments: (**NOTE:** A chart without total man-hours or average man-hours by item can be used to display SRA/parts cannibalization from components, H-Z data blocks)

Activity: HS-15 Type Equipment: SH-3H Month/Year: JUNE/89 SOURCE: MDR 5, 6, 8, 9, or 12 NAVFLIRS-1

Figure 4-8 Cannibalization Trend Chart

Work Unit Code	Nomenclature	Months Repeated	Quantity	Man-hours	Type Equipment
46A51	Fuel Flow Indicator	3	2	2.6	A4C
51351	Directional Gyro	0	1	2.5	A4E
51111	Turn & Bank Indicator	0	1	1.0	A4E
713C1	Power Amplifier Assembly	0	1	2.5	A4E
713C0	Tacan	2	1	2.2	A4E

NARRATIVE ANALYSIS: A total of six cannibalization actions, involving five different types of items, were reported during the month and are listed above. The following conclusions are based on research conducted by analysis.

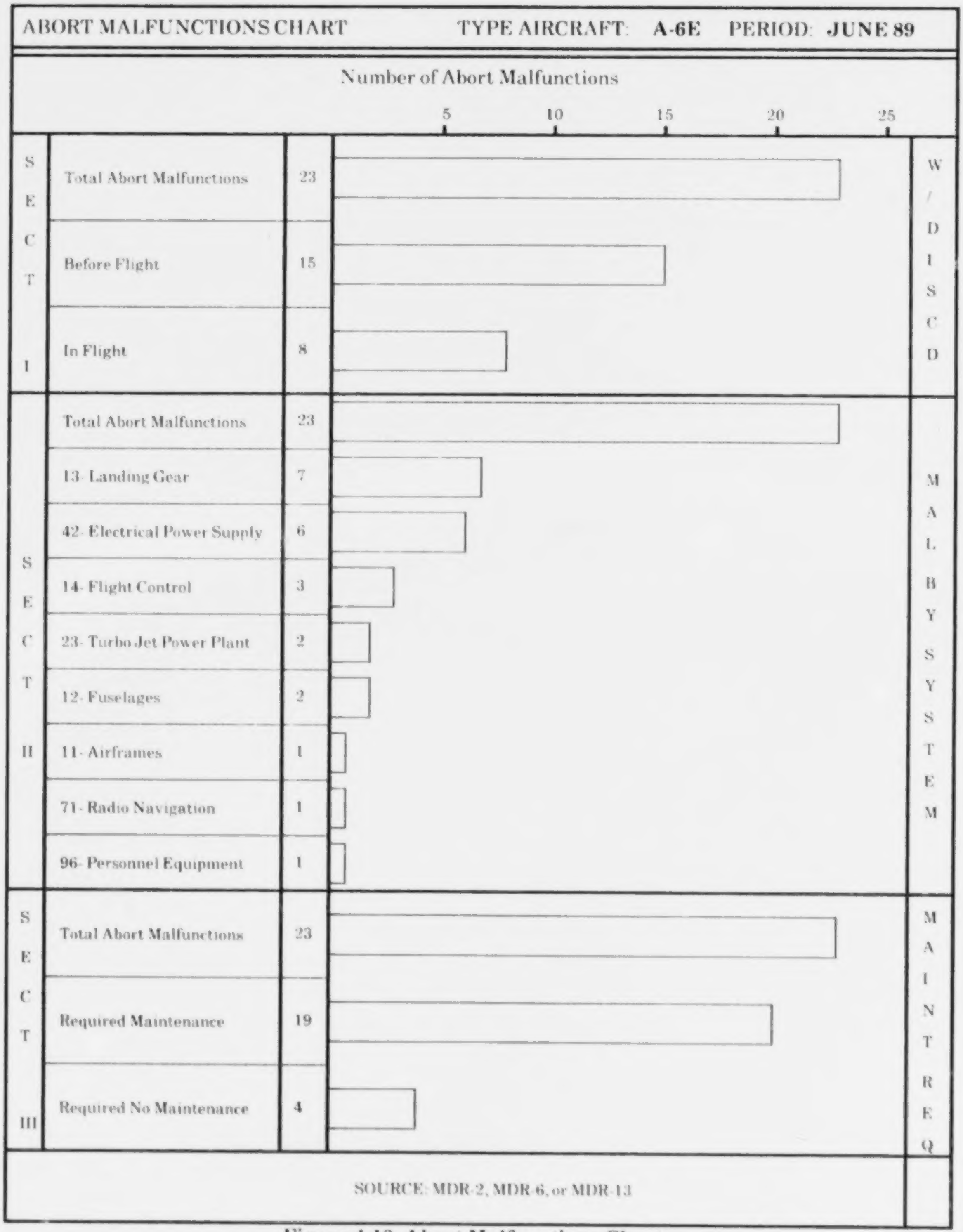
1. Cannibalization of fuel flow indicators continues to be a problem. The item has now been reported three months in succession (including the current month). Material control has initiated action to resolve the shortage of this item.

2. TACANS also show up as a repeat item. A survey conducted by material control indicates the ready for issue posture on this item is now favorable and further cannibalization should not occur.

3. Of the three remaining item types, only one, the directional gyro, was cannibalized as the result of a temporary material shortage (now resolved). No reason for the removal of the turn and bank indicator and power amplifier assembly has yet been determined. All three of these items were removed from the same aircraft. QA/A is investigating the situation.

Source: MDR-12

Figure 4-9 Sample Cannibalization Summary



ABORT MALFUNCTIONS CHART TYPE AIRCRAFT: A-6E PERIOD: JUNE 89

SECT I	Total Abort Malfunctions	23	W/DISCD
	Before Flight	15	
	In Flight	8	
SECT II	Total Abort Malfunctions	23	MAL BY SYSTEM
	13- Landing Gear	7	
	42- Electrical Power Supply	6	
	14- Flight Control	3	
	23- Turbo Jet Power Plant	2	
	12- Fuselages	2	
	11- Airframes	1	
	71- Radio Navigation	1	
	96- Personnel Equipment	1	
SECT III	Total Abort Malfunctions	23	MAINT REQ
	Required Maintenance	19	
	Required No Maintenance	4	

SOURCE: MDR-2, MDR-6, or MDR-13

Figure 4-10 Abort Malfunctions Chart

a. Total abort malfunctions. Sum of items processed with WD Codes A and C.

b. Before flight-abort. The sum of IP with WD Code A.

c. In flight-abort. The sum of IP with WD Code C.

4.2.5.2.4 Section II - Malfunction by System. To obtain these figures, determine number of IP with WD Codes A and C within each system. The system is identified by first two positions of the WUC.

4.2.5.2.5 Section III-Maintenance Required

a. Required maintenance. The sum of IP with WD Codes A and C except those listed in conjunction with AT Code A.

b. Required no maintenance. The sum of IP with WD Codes A and C listed in conjunction with AT Code A.

4.2.5.3 Examination of Data

4.2.5.3.1 This summary does not identify the number of aircraft aborts occurring during the reporting period. The figures represent only the reported number of items (or malfunctions) involved in aborts. In some cases, more than one item or malfunction will be attributed to the same abort. Weather and other factors may also cause aborts, hence, the apparent inconsistency.

4.2.5.3.2 Possible trouble areas may be revealed by study of the data. For example, a high number of malfunctions discovered before flight may indicate inadequate turnaround/preflight inspections; numerous defects in a certain system may point out a need for engineering changes; and a substantial number of reported malfunctions that require no maintenance may be an indication of poor troubleshooting or improper equipment operation.

4.2.5.4 Special Instructions

4.2.5.4.1 Sum of last two columns of sections I and III and sum of the system columns of section II should each equal total abort malfunctions.

4.2.5.4.2 Appropriate comments should accompany the chart. A detailed breakout of the summarized data, that is, component malfunctions within a particular system, should be made as necessary.

4.2.6 Maintenance Man-hours by Bureau Number. A display similar to that shown in Figure 4-12 will enable maintenance managers to determine which aircraft required a large amount of direct maintenance man-hours, and what type of maintenance was performed.

4.2.6.1 Sources of Data. Maintenance man-hours by aircraft bureau number table shown in Figure 4-12 shows the two types of data: first, those direct labor man-hours that can be charged to a specific bureau number (BUNO) and, second, those man-hours that are charged only to a type of equipment. Second man-hour category must be prorated among processed aircraft. The MDR-5 and MDR-4-1 shows man hours chargeable to a specific BUNO. MDR-6 shows the hours to be prorated.

4.2.6.2 Extraction of Data

4.2.6.2.1 Column 1. Indicate the BUNO of the aircraft.

4.2.6.2.2 Column 2. Data for this column is obtained from the flight hours from column FH, Monthly Aircraft Utilization Report (NAVFLIRS-1).

4.2.6.2.3 Columns 3 through 10. Data for these columns are obtained from the MDR-5. Use only the manhours organizational (MHRSO) column of the report:

a. Column 3. Enter the total for the subsystems from MDR-5 for type maintenance E with WUC 030.

b. Column 4. Enter total for type maintenance E from MDR-5 minus total in column 3.

c. Column 5. Enter total for subsystems from MDR-5 for type maintenance Q with WUC 03 series.

d. Column 6. Enter total for type maintenance Q line from MDR-5 minus total in column 5.

e. Column 7. Enter total subsystem line from MDR-5 for type maintenance (TM) P with WUC 03 series. Aircraft subject to phase maintenance inspections, select TM Code G with WUC 03 series. In this case, columns 5 through 8 may be combined

MAINTENANCE MAN-HOURS BY BUREAU NUMBER ACTIVITY: VA-99 MONTH/YEAR: JUNE 89

1 Bureau Number	2 Flight Hours	Transfer/ Accept Insp		Calendar Even Insp		Ph/Calendar Odd Insp		9 Cond Insp	10 Unsch Maint	11 TDC	12 Other	13 Total	14 MMH/FH
		3 Look	4 Fix	5 Look	6 Fix	7 Look	8 Fix						
132169	43			195 2	38 3			19 5	55 0		456 6	764 6	17 8
132174	61							24 0	93 5		647 7	765 2	12 5
132176	58							42 0	55 7	16 0	615 9	729 6	12 6
132188	64							3 5	80 0		679 6	763 1	11 9
132201	52								160 0		552 1	712 1	13 7
132202	38								206 5		403 5	610 0	16 1
132203	24					483 4	82 0		64 5		254 9	884 8	36 9
132214	57								127 7		605 2	732 9	12 9
132221	44								294 9		467 2	762 1	17 3
132222	31								476 5		329 2	805 7	26 0
132223	49					39 0	5 2		141 3		520 3	705 8	14 4
132224	38								324 8		403 5	728 3	19 2
TOTAL	559			195 2	38 3	522 4	87 2	89 0	2080 4	16 0	5935 7	8964 2	16 0

A Formula to derive man-hours in column 12

TYPE MAINT	HOURS		TOTAL FLIGHT HOURS COL 2		OTHER EXPENDED MAN-HOURS PER FLIGHT HOUR FACTOR
A	5109 0				
C	628 2				
D	198 5				
TOTAL	5935 7	-	559 0	=	10 618

*Multiply the flight hours for each bureau number by other expended man-hours per flight hour factor to obtain entry for column 12

SOURCE: MDR-4-1, MDR-5, MDR-6, NAVFLIRS-1

Figure 4-12 Maintenance Man-hours by Bureau Number

into two columns, captioned "phased inspection-look" and "phased inspection-fix."

f. Column 8. Enter the total for TM line from the MDR-5 for TM P (or G) minus the total in column 7.

g. Column 9. Enter the total for TM line from the MDR-5 for type maintenance S.

h. Column 10. Enter the total for TM line from the MDR-5 for TM B

4.2.6.2.4 Column 11. Refer to the MDR-4-1 and enter the (**) total for the BUNO listed in column 1. Use only the MHRSO column of the report. When using the MDR-5 it must be screened by BU/SERNO for all technical directive compliance (TRCODE 41/47 data) using the MHRSO column only.

4.2.6.2.5 Column 12. To obtain the entries in this column, multiply the flight hours shown for each BUNO by the other expended man-hour per flight hour cost factor derived in block A.

4.2.6.2.6 Column 13. Enter the sum of the entries shown in columns 3 through 12.

4.2.6.2.7 Column 14. Divide the total shown in column 13 by the flight hours in column 2.

4.2.6.2.8 Display graphically the man-hours per flight hour previously entered in column 14.

4.2.6.2.9 Block A

a. Refer to the MDR-5 or MDR-6. Enter in the spaces provided the total hours spent in TM A, C, and D within the type of equipment being portrayed. Next, enter the sum of these man-hours in the total space.

b. Enter the total flight hours in the applicable space.

c. To compute the other man-hours expended per flight hour cost factor, divide the total man-hours by the total flight hours.

4.2.6.3 Examination of Data. The data shown in the table enables review of the following general areas:

a. The maintenance man-hours spent per aircraft as opposed to the number of hours flown.

b. The ratio of look phase man-hours to fix phase man-hours per type of inspection, for example, acceptance, calendar odd, calendar even/phase.

c. The ratio of unscheduled to scheduled man-hours.

d. In conjunction with past data, it can be determined which aircraft are continually high man-hour consumers.

4.2.6.4 Special Instructions

4.2.6.4.1 Brief comments are normally sufficient for this type of presentation since the data points out any unusual conditions.

4.2.6.4.2 Compilations covering an extended period of time, for example, six months, may be prepared in a similar manner. Data thus obtained will tend to average out month-to-month variations caused by calendar inspections, unscheduled maintenance, and fluctuations in hours flown.

4.2.6.4.3 Man-hours expended by the intermediate maintenance activity could be included in the man-hours per flying hour computations if desired.

4.2.7 Maintenance Man-hour Per Flying Hour and Sortie Chart. In this paragraph are guidelines for computing the number of maintenance man-hours required to produce a single flying hour or sortie for a given type of aircraft. These man-hour figures, or factors, may be developed for individual work centers or an entire squadron maintenance department. The same method of computation will apply to each. A sample presentation for a squadron is shown in Figure 4-14. As used for explanation purposes, maintenance man-hours are those man-hours documented on MDR forms.

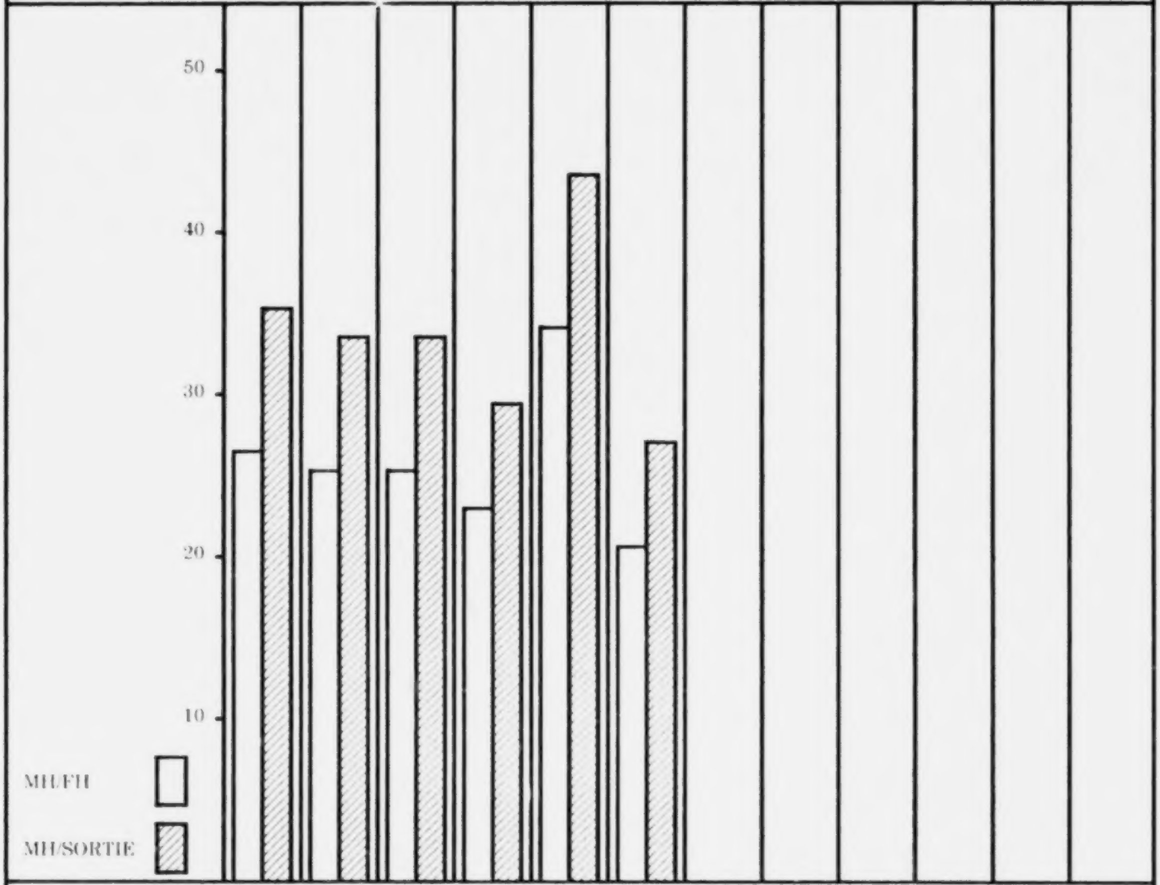
4.2.7.1 Sources of Data

4.2.7.1.1 Total hours flown. Total flight hours listed for the selected type aircraft from the FH column on the NAVFLIRS-1.

4.2.7.1.2 Total sorties flown. Total flights listed for the selected type aircraft from the FLT column on the NAVFLIRS-1.

ACTIVITY: **VA-99** TYPE AIRCRAFT: **A-6E** DATE: **JUNE 89**

MAINTENANCE MAN-HOURS PER FLYING HOUR AND SORTIE CHART



MAINTENANCE MAN-HOUR, FLYING HOUR AND SORTIE DATA

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
MMH EXPENDED	11,298	11,284	9,261	9,341	13,910	9,057						
TOTAL HRS FLOWN	420	446	369	417	419	444						
MAINT. MH/FH	26.9	25.3	25.1	22.4	33.2	20.4						
TOT SORTIES FLOWN	323	343	284	321	322	341						
MAINT. MH/SORTIE	35.0	32.9	32.6	29.1	43.2	26.6						

SOURCE: MDR-2, MDR-4-1, MDR-5, NAVFLIRS-1.

Figure 4-14 Maintenance Man-hours Per Flying Hour and Sortie

4.2.7.1.3 Maintenance Man-Hours Expended

a. For a work center, the sum of production man-hours listed for the TEC identifying the selected type of aircraft (TEC and MHRS column on the MDR-2 total for type of equipment line).

b. For a squadron maintenance department, the total production man-hours listed for the TEC identifying the selected type of aircraft (TEC and MHRSO columns triple asterisk (***) line on the MDR-2).

4.2.7.1.4 Computation of maintenance man-hours per flying hour and sortie. To obtain the maintenance man-hours per flying hour and sortie, use the following formulas:

$$\frac{\text{Total Maintenance Man-hours}}{\text{Total Hours Flown}} = \begin{array}{l}\text{Maintenance}\\ \text{Man-hours Per}\\ \text{Flying Hour}\end{array}$$

$$\frac{\text{Total Maintenance Man-hours}}{\text{Total Sorties Flown}} = \begin{array}{l}\text{Maintenance}\\ \text{Man-hours}\\ \text{Per Sortie}\end{array}$$

4.2.7.2 Examination of Data

4.2.7.2.1 Maintenance man-hour per flying hour figure is generally employed as an index of cost, in terms of maintenance, of supporting an hour of aircraft flight (the lower the index, the lower the cost). Following the same line of reasoning, the lower the cost, the more flight hours that can be bought with a given amount of maintenance. It is of course essential that the lower index not be attained by omitting required maintenance.

4.2.7.2.2 Typical factors that may cause fluctuations in the maintenance man-hour per flying hour figure are:

a. A reduction of programmed flying hours will not always be accompanied by an immediate and corresponding drop in maintenance (a high index may result).

b. Shortening the sortie length can materially reduce the total hours flown while maintenance remains stable (a high index may result).

c. Unforeseen maintenance, such as airframe or engine modification, can ground the aircraft and at the same time cause increased maintenance (a high index may result).

d. Decreased maintenance may occur as the result of reduced inspection requirements, improvements in work methods or facilities, etc., while flying hours remain stable (a lower index may result).

e. An increase in total flying hours will not always necessitate additional maintenance (a lower index may result).

4.2.7.2.3 The maintenance man-hours per sortie can be used essentially in the same manner as described for flying hours. Fluctuations in this man-hour figure can result from increases or decreases in sorties programmed, changes in sortie length, unforeseen maintenance, and similar factors.

4.2.7.3 Special Instructions

4.2.7.3.1 Work done on engines may be included in the aircraft man-hours.

4.2.7.3.2 Appropriate comments relative to significant changes in the maintenance man-hours per flying hour or sortie figure should accompany the chart.

4.2.8 Mission Capabilities. Mission capability is expressed in either sorties, departures, or flying hours. The actual forecasting of capabilities is based on normal work periods and past operating conditions. In some instances the past data may include certain variables, such as, different sortie lengths and accelerated flying schedules. This, however, is a situation where it would be very difficult to go over all the past information and adjust it to the normal work period. The capabilities presented in this chapter are based on the assumption that (1) even though the past data include extras, they will not affect the problem enough to warrant an extensive study, or (2) the past data used for capability computations were collected under similar conditions to those for which the data is being projected.

4.2.8.1 Mission Capability Worksheet (Figure 4-16). The purpose of this worksheet is to provide a method of predicting the number of flying hours and sorties that are expected to be obtained from the aircraft possessed by an activity.

4.2.8.2 Sources of Data

SORTIE/FLIGHT HOUR CAPABILITY

Type Aircraft: A6E

Period: July 89

1. Possessed Aircraft	13
2. Operating Days	22
3. Possessed Aircraft Days	286
4. Aircraft Days Gained	6
5. Aircraft Days Lost	10
6. Projected Aircraft Operating Days	282
7. Hours Per Operating Day	16
8. Projected Aircraft Operating Hours	4512
9. Average Cycle Time Per Sortie	9
10. Average Sortie Length	1.2
11. Sortie Capability	501
12. Flying Hour Capability	601

Source: NAVFLIRS-1, Local Records

Figure 4-16 Mission Capability Worksheet

a. Aircraft flying hours and sorties are obtained from the NAVFLIRS-1.

b. Other data must be extracted from local records.

4.2.8.3 Explanation of Entries

a. Item 1 - Possessed Aircraft. The total number of aircraft physically possessed at the beginning of the period (aircraft in status Codes A, B1-B8, and BH-BM).

b. Item 2 - Operating Days. The total number of flying days scheduled for the period.

c. Item 3 - Possessed Aircraft Days. The product of item 1 and item 2.

d. Item 4 - Aircraft Days Gained. Total number of aircraft days expected to be gained by receipt of new aircraft or aircraft returned from rework.

e. Item 5 - Aircraft Days Lost. The total number of aircraft days expected to be lost by transfer of assigned aircraft or entry into rework.

f. Item 6 - Projected Aircraft Operating Days. Sum or difference of item 3 plus item 4 minus item 5.

g. Item 7 - Hours Per Operating Day. The average number of clock hours per day during which flying will be scheduled.

h. Item 8 - Projected Aircraft Operating Hours. The product of item 6 and item 7.

i. Item 9 - Average Cycle Time per Sortie. Using data recorded for a period compatible with the calendar inspection cycle for the type aircraft, for example, past 3 months or past 180 days, compute the average cycle time per sorties using the following formula:

$$\frac{\begin{matrix}\text{Op Days In Period} & \times & \text{Hours Per Op Day} & \times & \text{Avg. No. of A/C}\end{matrix}}{\text{Total Sorties Flown in Period}} = \text{Avg. Cycle Time Per Sortie}$$

j. Item 10 - Average Sortie Length. Using data recorded for the same period used in item 9, compute the average sortie length using the following formula:

$$\frac{\text{Total Hours Flown in Period}}{\text{Total Sorties Flown in Period}} = \text{Avg. Sortie Length}$$

k. Item 11 - Sortie Capability. Item 8 divided by item 9.

l. Item 12 - Flying Hour Capability. The product of item 10 and item 11.

4.2.8.4 Special Instructions. In the event the mission capability predicted in item 11 or item 12 does not equal or exceed the programmed sorties/flying hours, it may be necessary to extend the normal operating day (overtime). The required overtime should be categorized and reported to the MO.

4.2.9 Awaiting Maintenance (AWM) Reason Code Summary. A chart of this type is designed to show the various AWM codes by reason. It provides the manager with an overall picture of where and how much time was consumed awaiting maintenance (Figure 4-18a).

4.2.9.1 Source of Data-Equipment Mission Capability Report SCIR-5-1.

4.2.9.2 Extraction of Data

a. Select by Maintenance Condition Code (NMCM, PMCM, and FMCM) one-star (*) totals by AWM reason code. Enter in block (1).

b. Select two-star (**) totals by AWM reason code. Enter in block (2).

c. Select by Maintenance Condition Code (FMCM, PMCM, and NMCM) one-star (*) total AWM. Enter in block (3).

d. Select two-star (**) Total AWM. Enter in block (4).

4.2.9.3 Special Instructions

4.2.9.3.1 AWM Reason Code Summary data may be presented in various ways other than as shown in Figure 4-18a. Figure 4-18b shows yet another way to portray the data. If desired, AWM reason codes may be listed by BU/SERNO.

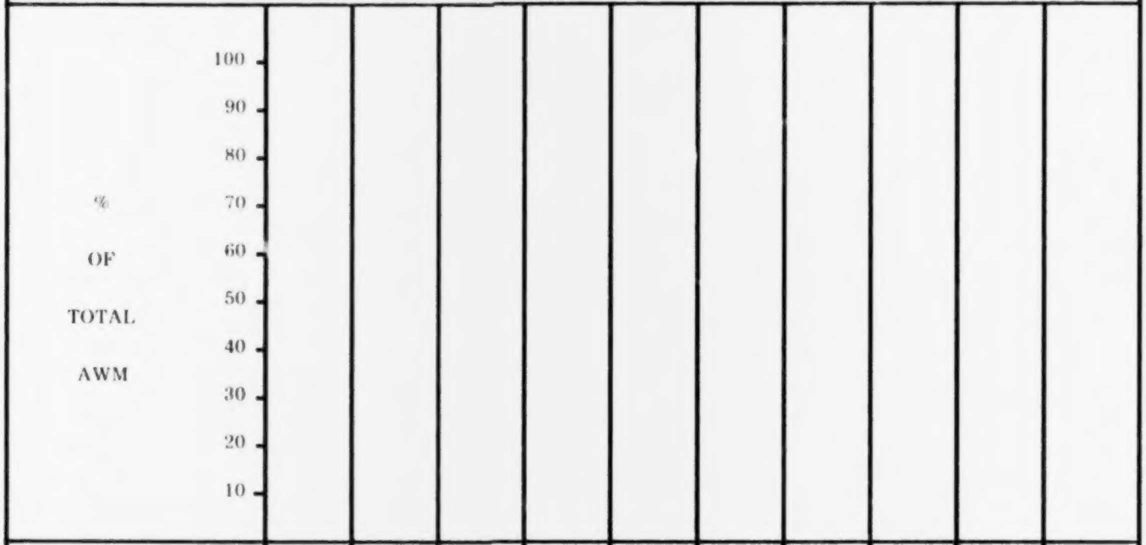
	AWM CODE									
	1	2	3	4	5	6	7	8	0	TOTAL
NMCM	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)
PMCM	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)
FMCM	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)
TOTAL BY AWM CODE	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(4)

Comments:

Activity: Date: Source: SCIR-5-1

Figure 4-18a AWM Reason Code Summary

Activity: Date: Source: SCIR-5-1



AWM Reason Code	1	2	3	4	5	6	7	8	0	TOTAL
Hours										
% of Total AWM Hrs										

Figure 4-18b AWM Reason Code Percent Chart

4.2.9.3.2 AWM Reason Code "0" (computer generated) consists of the excess AWM time due to more than three AWM reason codes/document or failing to enter the AWM time expended in the appropriate blocks of the VIDS/MAF. Excessive hours in AWM reason code 0 should be investigated to determine the cause factors.

4.2.10 Mission Capability Degradation Summary. This chart reflects the degradation of mission capability by maintenance condition. This data (Figure 4-20a) will provide managers of equipment the reasons equipment was not mission capable, that is, scheduled/unscheduled maintenance or supply.

4.2.10.1 Source of Data - SCIR-3.

4.2.10.2 Extraction of Data

a. Enter two-star (**) totals of scheduled/unscheduled maintenance and supply on line (1) (HRS degraded) in appropriate blocks under applicable mission capability headings (FMC, PMC, NMC). Total each section.

b. To compute percentages use two-star (**) total column EIS as the divisor and divide each entry, line (1), by this number. Correct to percentage and enter on line (2) in the appropriate block.

c. Construct a bar graph for each section.

4.2.10.3 Special Instructions

a. The SCIR-3 shows the maintenance conditions that impaired the mission capability of the equipment for that reporting period, based on the EIS hours.

b. Total SCIR hours column denotes the total hours documented to a valid equipment operational capability (EOC) code. The SCIR system has the capability to include all discrepancies that impact the mission capability of equipment; therefore, the total SCIR hours column may be greater than the aircraft in service hours column which shows the total EIS hours. Enter appropriate comments, as required, to explain the data.

4.2.11 Mission Capability Trend Chart. This type of chart may be used to graphically portray equipment mission capabilities (Figure 4-20b).

4.2.11.1 Source of Data - SCIR-4.

4.2.11.2 Extraction of Data. Computations are entered from the total line of the SCIR-4. Entries for this chart may be taken directly from the report.

4.2.11.3 Special Instructions. Several different graphs may be designed using the data from the SCIR-4. The analyst may plot a cumulative average for equipment capability or show more than one mission capability trend on the chart. Enter comments as appropriate.

4.2.12 Repair of Removed Components. Displays similar to the shop repair data table and the trend chart for components returned to ready for issue (RFI) status, shown in Figures 4-21 and 4-22, allow monitoring of the repair program and show where/how increased maintenance repair capabilities might be achieved.

4.2.12.1 Source of Data. MDR-7.

4.2.12.2 Extraction of Data

4.2.12.2.1 Shop Repair Data Table

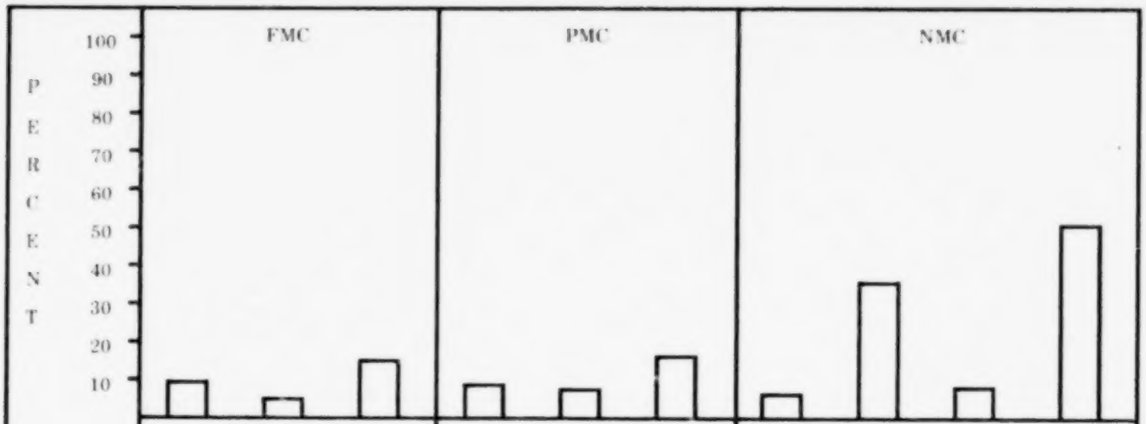
a. Lines 1 through 14. Extract the total for work center line for each action taken code and enter on the table for each work center.

b. Line 15. Enter the sum of the entries in lines 1 through 14 to obtain the total items processed for each work center.

c. Line 16. Enter the total number of items returned to service by each work center. This is the sum of Action Taken Codes A, B, C, and Z.

d. Line 17. Enter the percentage of items processed within the work center that were returned to service. This is obtained by dividing the entry shown in line 16 by the total items in line 15 and multiplying by 100.

e. Total Column. Enter the total items recorded by all work centers for each action taken code.

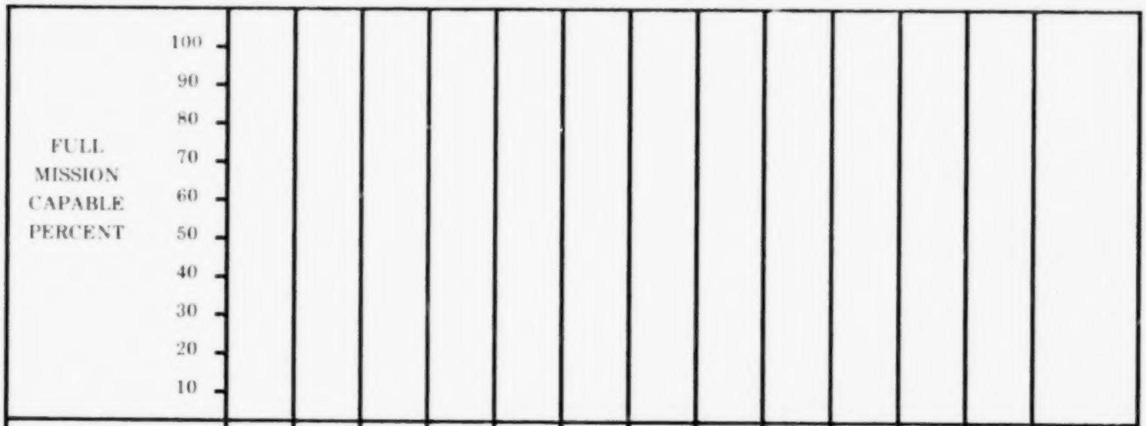


	FMC			PMC			NMC			
	MAINT	SUPPLY	TOTAL	MAINT	SUPPLY	TOTAL	SCH	UNSCH	SUPPLY	TOTAL
Hrs degraded (1)	431	202	633	427	319	746	255	1567	377	2199
% degraded (2)	9.9	4.6	14.5	9.8	7.3	17.1	5.8	35.9	8.7	50.4

Comments:

Activity: **VA-99** Month/Year: **JUNE 89** Source: SCIR-3

Figure 4-20a Mission Capability Degradation Summary



Past 12 Months													
E.I.S. Hours													
% FMC													
% PMC													
% NMC													

Comments: Source: SCIR-4

Figure 4-20b Mission Capability Trend Chart

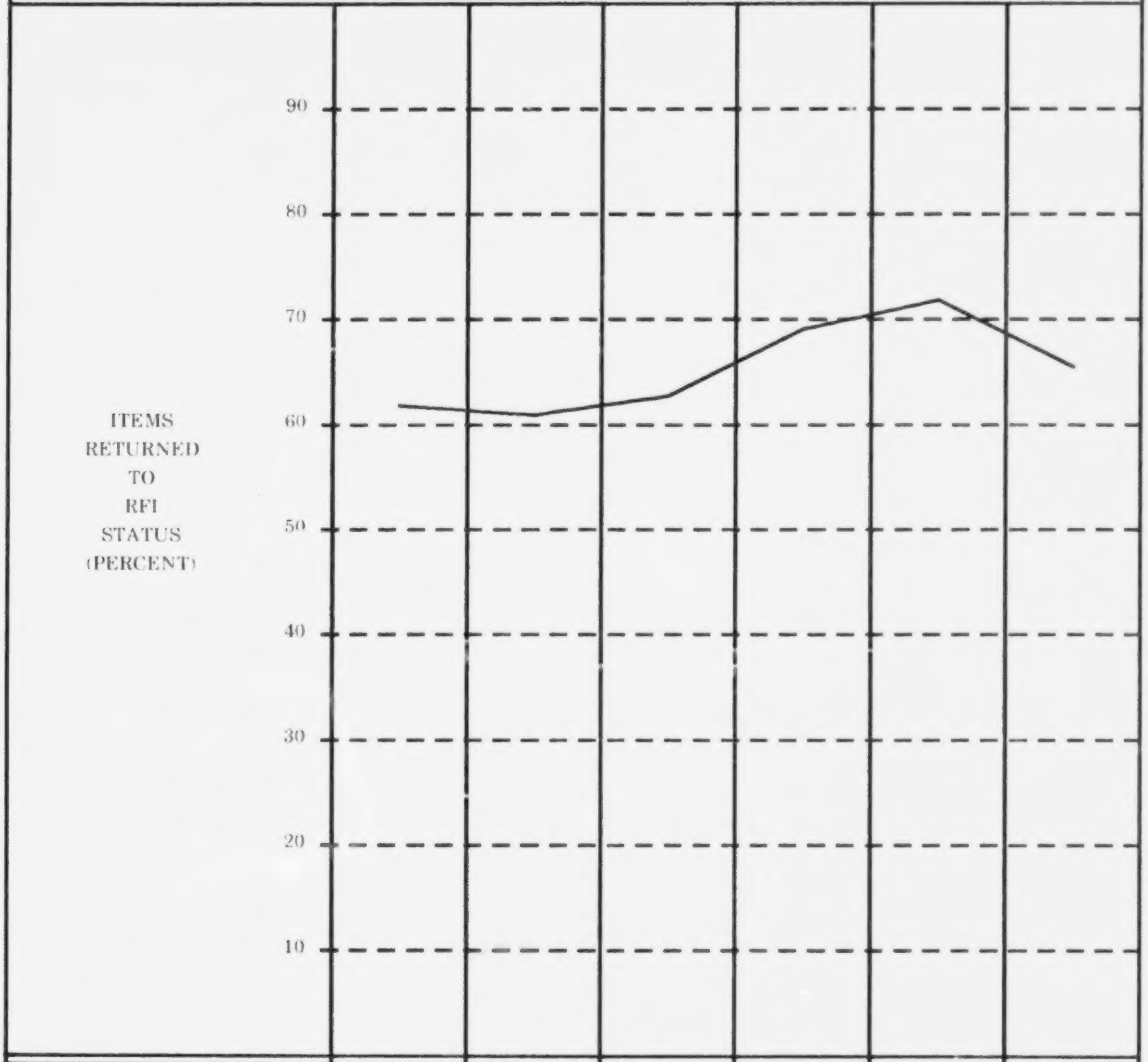
SHOP REPAIR DATA TABLE ACTIVITY: **AIMD SAUFLEY** PERIOD: **JUNE 89**

	ACTION TAKEN	41I	51A	52A	52B	52C	61A	61B	62A	62B	63A	64A	65S	69A		TOTAL	% OF TOTAL
		WORK CENTERS															
(1)	A										56	27	51	3		137	16.0
(2)	B								1		2		6			9	1.1
(3)	C	1	3				3	2	9	3	273	100	20	1		415	48.5
(4)	Z															0	0.0
(5)	1		2	4		1	22	2	19	2	6	10	111	2		181	21.2
(6)	2			1	2	6	1		3	6	6	4	11	1		41	4.8
(7)	3										1					1	0.1
(8)	4						5	1	1	2	1					10	1.2
(9)	5															0	0.0
(10)	6								1		1			1		3	0.4
(11)	7						1									1	0.1
(12)	8															0	0.0
(13)	9						14		11	12	1	2	10	7		57	6.7
(14)	OTHER															0	0.0
(15)	TOTAL	1	5	5	2	7	46	5	45	25	347	143	209	15		855	
(16)	SUM OF AT A + B + C + Z	1	3	0	0	0	3	2	10	3	331	127	77	4		561	
(17)	% RETURNED TO SERVICE	100.0	60.0	0.0	0.0	0.0	6.5	40.0	22.2	12.0	95.4	88.8	36.8	26.7		65.6	

SOURCE: MDR-7

Figure 4-21 Sample Format for Shop Repair Data Table

ACTIVITY: **AIMD SAUFLEY** PERIOD: **JUNE 89**



MONTH	MAY	JUN	JUL	AUG	SEP	OCT
ITEMS RETURNED TO RFI	498	489	523	584	566	561
TOTAL ITEMS PROCESSED	797	804	832	846	801	855
% RETURNED TO RFI	62.5	60.8	62.9	69.0	70.7	65.6

SOURCE: MDR-7

Figure 4-22 Sample Format for Trend Chart for Items Returned to RFI Status

f. Percent of Total. For each line, determine the percent of total. Example: For line 1

$$\frac{\text{(Line 1, Total Column) X (100)}}{\text{(Line 15, Total Column)}} = \text{\% of total for ActionTaken Code "A"}$$

For each line enter percent of total.

4.2.12.2.2 Trend Chart For Items Returned to RFI Status shows the percent of total items returned to RFI status. The number of months shown is optional, provided sufficient time is shown to establish a definite trend. Figures are taken from the total column, lines 15, 16, and 17 of the shop repair data table. This chart may be used to display trends for a specific work center by using the figures in lines 15, 16, and 17 for that work center. These charts are only two of the many displays that can be made from the data contained in the MDR-7 report.

4.2.13 High-Five EOC Degradation by Mission Capability Category Chart. This chart may be used to present the high-five EOC degradation by mission capability category (FMC, PMC, NMC) (Figure 4-24).

4.2.13.1 Source of Data-SCIR 5-1.

4.2.13.2 Extraction of Data. Compute the high-five EOC hour totals for each mission category and list from highest to lowest. Enter EOC, subsystem/equipment description from Mission Essential Subsystem Matrix (MESM), and total hours for each EOC code. Enter one-star (*) total SCIR hours from each mission category and the percent of total SCIR hours contributed by each of the high-five EOC codes.

4.2.13.3 Special Instructions. Several different charts may be designed using the SCIR-5-1, 5-2, and 5-3. The chart shown in Figure 4-20b is only a recommended format. The analyst should portray available information to suit individual needs and make comments as appropriate.

4.3 Maintenance Summaries

4.3.1 General. The most widely accepted method of publishing the results of maintenance analysis is through the use of monthly maintenance summaries. This paragraph establishes guidelines regarding the content, format, and distribution of those portions of maintenance summaries that are produced to satisfy local requirements.

4.3.2 Content and Format. Summary contents and formats should be based on what management wants to know. General guides have been established and are listed in the following paragraphs.

4.3.2.1 The MO will prescribe the scope of information required to answer the question "What do I need to know?" These requirements will include, but are not limited to, analysis of the following areas:

a. Efficiency of the maintenance operation.

b. Direct support cost per flying hour, per sortie, or departure, as applicable.

c. High man-hour consumers.

d. High failure rate components. As soon as possible after the close of each monthly reporting period, the MO should require a briefing on the above subject areas and on mission capability.

4.3.2.2 Examples of the many additional areas that may, at the option of the preparing activity, be included in the summary are as follows:

a. Cannibalization of components.

b. Malfunctions causing aborts.

c. Shop repair capability.

d. TD compliance status.

e. Distribution of possessed aircraft hours.

4.3.2.3 Figures which are simply a repetition of machine reports should not be included unless there is a significant reason for doing so.

4.3.2.4 The use of complicated charts, graphs, and tables should be avoided.

4.3.2.5 Extensive use should be made of narrative briefs. Charts, graphs, and tables worthy of inclusion in a summary are worthy of comment by the analyst. Briefs should be arranged in such a manner that both the display and the briefs are visible to the reader at the same time.

FMC				
EOC	SUBSYSTEM/EQUIPMENT	TOTAL HOURS	MISSION CATEGORY HOURS	PERCENT
1.				
2.				
3.				
4.				
5.				
PMC				
EOC	SUBSYSTEM/EQUIPMENT	TOTAL HOURS	MISSION CATEGORY HOURS	PERCENT
1.				
2.				
3.				
4.				
5.				
NMC				
EOC	SUBSYSTEM/EQUIPMENT	TOTAL HOURS	MISSION CATEGORY HOURS	PERCENT
1.				
2.				
3.				
4.				
5.				

Comments:

SOURCE: SCIR-5-1

Figure 4-24 High-Five EOC Degradation by Mission Capability Category Chart

4.3.2.6 The format selected for maintenance summaries should be tailored to the needs of the activity concerned.

4.3.2.7 A review of the summary, for content, should be done at least every six months.

4.3.3 Distribution of Summaries. Distribution should be made to all work centers in the preparing activity and to other interested parties. Higher commands may desire to receive maintenance summaries prepared by subordinate activities to monitor performance and problem areas. It is emphasized, however, that the summary is a local document for local management use. Where external mailing is required, MOs and analysts should avoid the temptation to (1) restrict the content of the summary to that specified by the higher command, (2) alter statistical information to make it "look good" prior to mailing, or (3) discontinue preparation of a summary if higher command discontinues the requirement for external mailing.

CHAPTER 5

Organizational Level Maintenance Data System Functions and Responsibilities

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CHAPTER 5

Organizational Level Maintenance Data System Functions and Responsibilities

5.1 Maintenance Control Functions and Responsibilities. The function of management has been defined as the "efficient attainment of enterprise objectives". Maintenance has been defined as "all actions taken to retain material in a serviceable condition or to restore it to serviceability". When these are combined, we can define maintenance management as "the actions necessary to retain in or restore material or equipment to a serviceable condition with an optimum expenditure of resources".

5.1.1 It is the responsibility of all maintenance managers to manage their resources in an efficient manner. To accomplish this task they must maintain control of the various elements within their area of responsibility. Effective control is dependent upon the availability of current status information on these elements. The Visual Information Display System (VIDS) provides this information. Those activities using Naval Aviation Logistics Command Management Information System (NALCOMIS) refer to the NALCOMIS User's Manual for applications of the VIDS.

5.1.2 The VIDS is designed to require minimum manpower and paperwork, yet produce maximum status information necessary for the control of maintenance. Communication between maintenance control, work centers, and material control is essential to ensure the successful operation of the VIDS. Each time a change of job status occurs, for example, from IN WORK to awaiting maintenance (AWM), and from IN WORK to awaiting parts (AWP), maintenance control must be notified immediately by the work center supervisor.

5.1.3 The maintenance manager is concerned with aircraft status, operational commitments, aircrew personal protective equipment status, support equipment (SE) status, workload requirements, and personnel assets. Efficient operation requires a centralized control point through which all information concerning these areas must pass. In an organizational (O-) level maintenance activity this central point is maintenance/material control.

5.1.3.1 The maintenance/material control officer (MMCO) shall be responsible for the overall management of the production effort. This responsibility is exercised primarily through the various production division officers/supervisors.

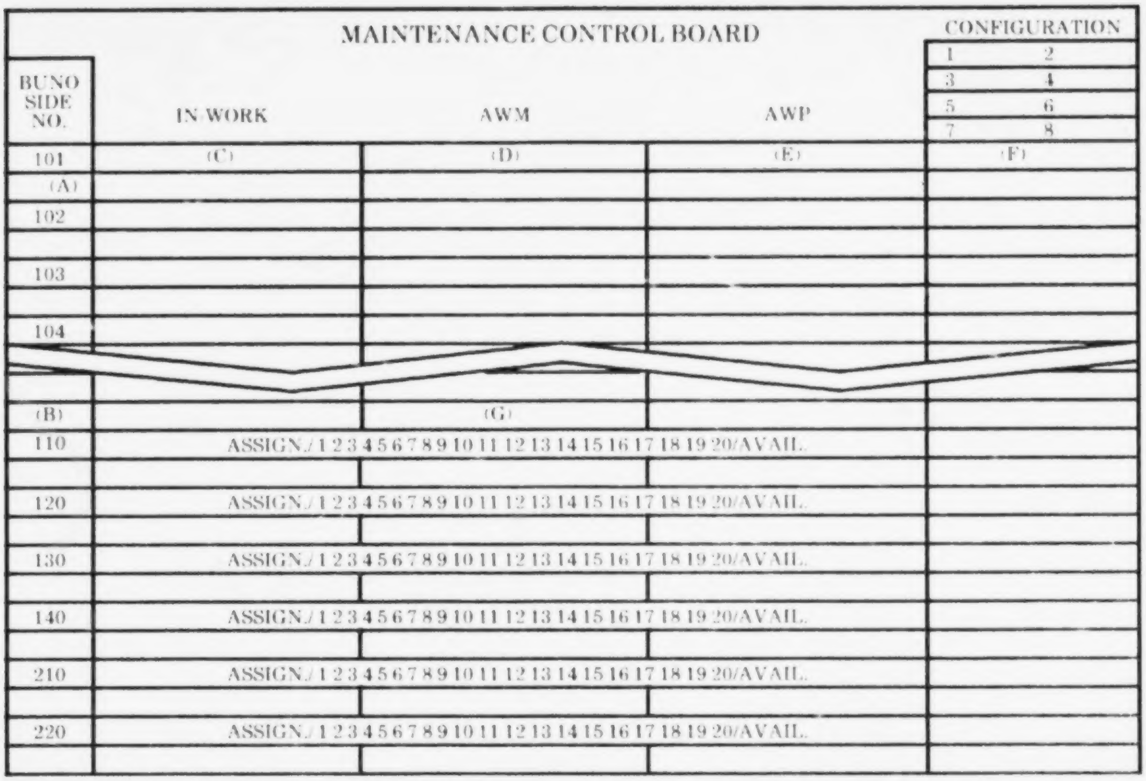
5.1.3.2 Production division officers shall be responsible for the actual productive effort within their divisions. They must keep the MMCO informed of any problems that can affect the department's/division's output. By using this method, the maintenance/material control office is managed by the exception principle.

5.1.3.4 The VIDS is a management tool that provides a graphic display of vital, up-to-date information on a continuing basis. The system correlates all aircraft status information, particularly not mission capable supply/partial mission capable supply (NMCS/PMCS), flyable discrepancies, non-aircraft related discrepancies, for example, aircrew personal protective equipment and SE, and assigns a relative importance to each item. The ability to review the overall situation and determine what resources are available enables the maintenance officer (MO) and MMCO, or supervisor, to carry out their duties more effectively and efficiently.

5.2 Hardware. VIDS boards are enlarged cardex type pockets for the visual display of weapon system status. Each pocket is overlapped by the one above so that approximately a 3/8-inch strip is visible at the bottom of the pockets. Boards are currently available in three sizes: 100, 50, and 25 pocket.

5.2.1 Maintenance Control Board (Figures 5-2 through 5-4b). This board provides the current IN WORK, AWM, and AWP status of each aircraft, miscellaneous equipment (for example, aircrew personal protective equipment and SE) and displays scheduled and unscheduled maintenance including discrepancies, parts on order, aircraft configuration, current workload, and manning of each work center.

5.2.2 Items used for operation of the VIDS system such as signal tabs, file containers, replacement



MAINTENANCE CONTROL BOARD

BUNO SIDE NO.	IN WORK	AWM	AWP	CONFIGURATION 1 2 3 4 5 6 7 8
101	(C)	(D)	(E)	(F)
(A)				
102				
103				
104				
(B)		(G)		
110	ASSIGN./1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/AVAIL.			
120	ASSIGN./1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/AVAIL.			
130	ASSIGN./1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/AVAIL.			
140	ASSIGN./1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/AVAIL.			
210	ASSIGN./1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/AVAIL.			
220	ASSIGN./1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/AVAIL.			

BOARD LAYOUT: CURRENT DISCREPANCY STATUS DISPLAY METHOD

(A) BUNO/SIDE NO. - Space used to display the aircraft engine component time card(s) and information contained therein.

(B) WORK CENTER - Space used to display work center designations.

(C) Graduated space for displaying outstanding discrepancy registers in an "in-work status".

(D) Graduated space for displaying outstanding discrepancy registers that are in an "awaiting maintenance" status.

(E) Graduated space for displaying outstanding registers that are in an "awaiting parts" status.

(F) CONFIGURATION - Space used to display configuration of specific aircraft. Colored sliding tabs are used to indicate configuration status in accordance with the configuration key on the header. Space is provided for 8 items but can be subdivided to provide 16 configurations.

(G) MANPOWER INDICATOR - Space used to indicate number of personnel assigned to each work center, and the number of personnel available for work.

Figure 5-2 Organizational (O-) Level Maintenance Control Board

SIDE NO.		BUNO	
W/C	IN WORK	AWM	AWP
110			
120			
210			
220			
230			
310			

Figure 5-3a O-Level Maintenance Control Board (Using One Board Per Aircraft)

SIDE NO.	IN WORK	AWM	AWP
201			
202			
203			
204			
205			
206			

Figure 5-3b O-Level Maintenance Control Board (Side Nos.)

SIDE NO.	W/C	IN WORK	AWM	AWP
201	110			
	120			
	130			
	210			
	220			
	230			
	310			
202	110			
	120			
	130			
	210			
	220			

Figure 5-3c O-Level Maintenance Control Board (Side Nos. and W/Cs)

MISC. SECTION W/C	IN WORK	AWM	AWP
110			
120			
210			
220			
230			
310			

Figure 5-4a O-Level Maintenance Control Board Miscellaneous Section (By W/C)

MISC. SECTION				
TEC	SER. NO.	IN WORK	AWM	AWP
YPAA	BV8416			
	CB0011			
	DS5143			
	DW8084			
	GD5573			
	JC0194			
	JJ3684			
	KM2122			
	LE1351			
	PS6750			
	RP8911			
	SP9080			

Figure 5-4b O-Level Maintenance Control Board Miscellaneous Section (By TEC and SER. NO.)

pockets for the VIDS boards, three ring binders, etc., may be obtained through the Navy supply system or open purchase procurement.

5.3 General Procedures

5.3.1 Information Display Requirements. Efficient management of the maintenance effort requires that certain information concerning the activity's resources be available. The range and depth of information requirements are determined by such factors as mission, size, and the physical layout of facilities. For purposes of standardization and to ensure that the minimum information requirements are displayed, the following guidelines will be considered:

a. Number of aircraft assigned.

b. Current aircraft discrepancy status.

c. Aircraft configuration.

d. Aircraft airframe/engine component time.

e. Work center loading.

f. Work center manning.

g. Projected flights.

h. Maintenance requirements.

i. Anticipated board format.

5.3.2 Prior to actual establishment of the VIDS boards, a determination must be made about what method will be used to display types of discrepancies/maintenance actions, for example, by use of color signal tabs, color fillers within the pockets, not mission capable/partial mission capable (NMC/PMC) signs, or other methods desired locally. Depending upon the method chosen, additional pockets may be required to indicate discrepancies which do not result in NMC or PMC categories. The following display methods are provided for guidance:

a. RED tab, RED filler, NMC tab/sign. Denotes a discrepancy which places the aircraft in an NMC category.

b. BLUE tab, BLUE filler, PMC tab/sign. Denotes a discrepancy which places the aircraft in a PMC category.

c. No color tab, no color filler, no NMC/PMC tab/sign. Denotes a discrepancy that does not affect the NMC/PMC categories.

5.3.3 Board Setup. It is not mandatory to set up the VIDS boards in the exact formats contained in figures 5-2, 5-3a, 5-3b, 5-3c, 5-4a, or 5-4b. However, IN WORK, AWM, and AWP status must be visually displayed by aircraft bureau/side number and, in the case of non-aircraft related discrepancies, for example, aircrew personal protective equipment and SE, a miscellaneous section will be used and discrepancies will be displayed by work center number or by type equipment code and serial number/aircrewmans identification number. A separate board for miscellaneous equipment may be used, if desired. Use of three pockets for each aircraft is recommended. However, some types of aircraft, activities, or board formats may require more than three pockets. This must be determined by each individual activity.

5.3.4 Aircraft Discrepancy Book (ADB). Maintenance control will maintain an ADB for each aircraft assigned. The ADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by Bureau Number (BUNO) for at least the last 10 flights. All aircrew, ground crew, and fix phase Mission Essential Subsystem Matrix coded discrepancies, as well as all other outstanding fix phase discrepancies, shall be displayed in the ADB so the aircrew is fully aware of potential limitations for a safe/successful mission. For calendar/phase/special inspections only the control document representing all look phase actions needs to be displayed in the ADB. The ADB must accurately reflect the status of all pending maintenance requirements as shown on the maintenance control/work center VIDS boards. The ADB for each specific BUNO must be validated for completed and outstanding VIDS/MAFs before certifying the aircraft safe-for-flight. Paragraph 5.4 provides procedures for control of the documents in the ADB.

NOTE

When a special inspection is completed, the control document, VIDS/MAF Copy 3, will be retained in the ADB for 10 flights or until completion of the next like special inspection.

5.4 Operating Procedures. There are several methods of operating the VIDS system in an O-level maintenance activity, but only the current discrepancy status display method is described (Figure 5-3). With this method, it is possible to maintain control of maintenance without requiring extensive communication. Regardless of the type of display, MAINTENANCE CONTROL MUST BE IN CONTROL OF MAINTENANCE to ensure successful operation. Information must flow expeditiously among maintenance control, material control, and the work center. Each time the status of a discrepancy changes, maintenance control must be notified immediately. Figure 5-7 contains a flow chart of the VIDS procedures. [A] Figure 5-8A shows procedures for inducting SE and organizational IMRL items into the IMA for unscheduled or scheduled maintenance. Figure 5-8B shows VIDS/MAF document flow for activities using the Enhanced Comprehensive Asset Management System (ECAMS). The maintenance control supervisor will verify the status board with the various work centers at least daily. The supervisor will then determine which work centers have the capability to handle incoming discrepancies. Based on that decision, the following phases must be conducted to ensure efficient operation and availability of maximum information.

5.4.1 VIDS/MAF Initiation. Upon completion of the flight, the pilot/aircrew initiates a VIDS/MAF for each discrepancy annotating the blocks listed below. For discrepancies discovered by other than pilot/aircrew, the form will be initiated by the person who discovered the discrepancy. In the case of when discovered Code O, maintenance control will fill in the blocks listed below.

a. DISCREPANCY.

b. PILOT/INITIATOR. The name and rank or rate of the originator of the discrepancy is printed in this block.

c. RECEIVED-DATE-TIME.

d. BUNO.

e. UP OR DOWN ARROW (circle as applicable to indicate aircraft status).

f. WHEN DISCOVERED CODE.

5.4.2 Maintenance control reviews each VIDS/MAF with the pilot or initiator to ensure that the five blocks in paragraph 5.4.1 have been annotated. The following additional blocks are then annotated by maintenance control:

a. TYPE EQUIP.

b. TYPE MAINT.

c. JCN (Job Control Number).

d. W/C.

e. QA REQD (applicable only when a quality assurance representative is required).

f. C/F REQD (applicable only when a functional check flight (FCF) is required).

5.4.3 Maintenance control completes and reviews the required entries, places VIDS/MAF Copy 3 in the applicable VIDS board column, and forwards Copy 2 to quality assurance/analysis (QA/A). Copies 1 and 5 are then sent to the appropriate work center. Copy 4 is placed on the right side of the ADB where it shall remain as long as the discrepancy remains outstanding, regardless of the flight to which it applies.

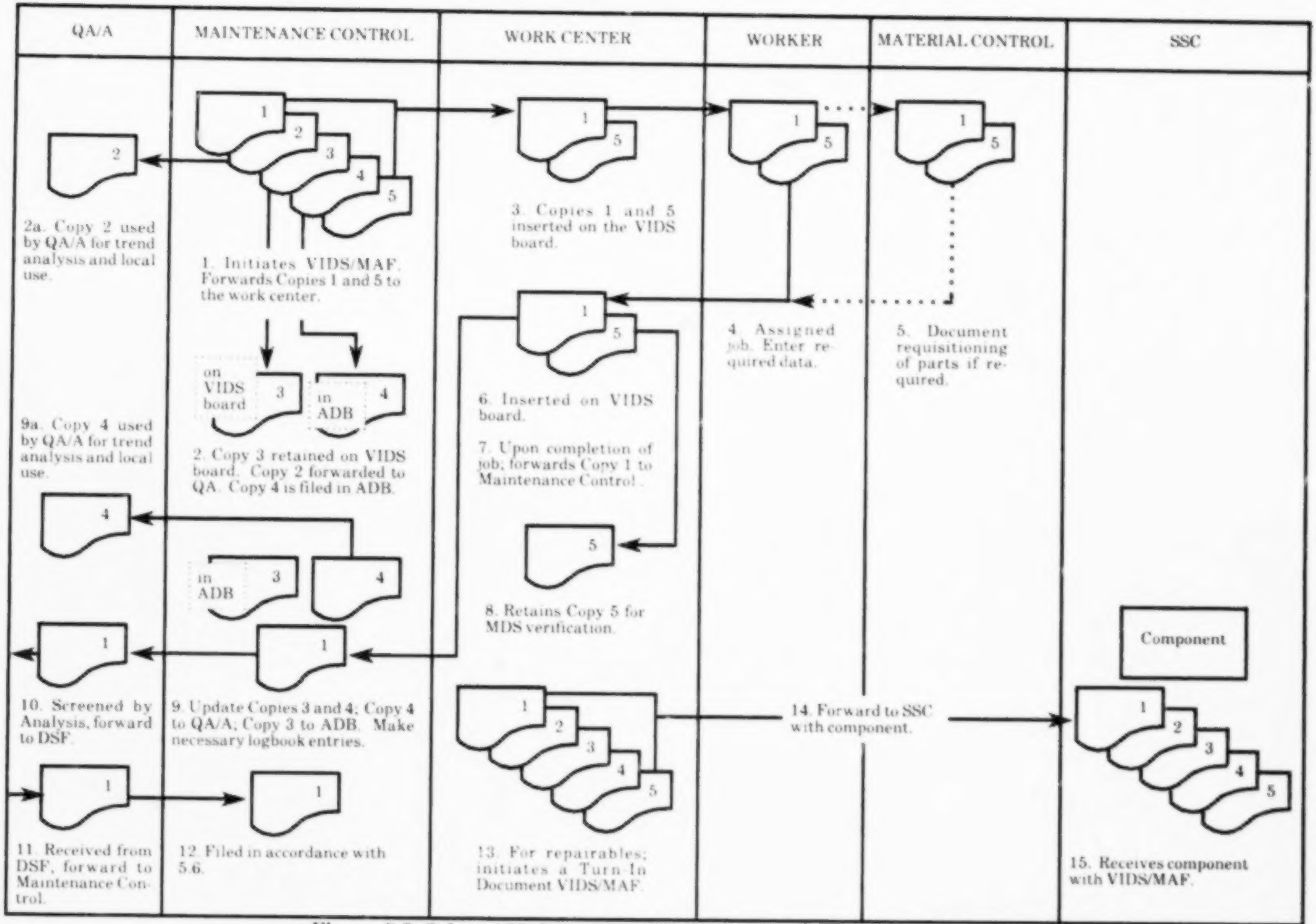
5.4.3.1 When corrective action has been completed, maintenance control verifies VIDS/MAF Copy 1 and transcribes applicable data to Copies 3 and 4. Copy 3 is then placed on the left side of the ADB where it shall remain for 10 subsequent flights following the completion date. Copy 4 is now removed from the right side of the ADB and forwarded to QA/A for trend analysis and other local use.

5.4.3.1A [A] When parts or materials are required, the maintenance control supervisor will assign the appropriate project code and priority designator to Copy 1 of the VIDS/MAF, and forward the VIDS/MAF to material control. Refer to OPNAVINST 4614.1F (NOTAL) for proper application of priority designators, and NAVSUP P-485 (NOTAL) for project codes.

5.4.3.2 Maintenance control removes Copy 3 after ten subsequent flights, when it may be destroyed, provided a completed Copy 1 has been processed and is in the historical file.

5.4.3.3 Flights shall be separated by the Aircraft Inspection and Acceptance Record (OPNAV 4790/141). Use of this form is described in paragraph 5.4.9.1.

5.4.3.4 If the aircraft is away from home, where



1. Initiates VIDS/MAF. Forwards Copies 1 and 5 to the work center.

2. Copy 3 retained on VIDS board. Copy 2 forwarded to QA. Copy 4 is filed in ADB.

2a. Copy 2 used by QA/A for trend analysis and local use.

3. Copies 1 and 5 inserted on the VIDS board.

4. Assigned job. Enter required data.

5. Document requisitioning of parts if required.

6. Inserted on VIDS board.

7. Upon completion of job, forwards Copy 1 to Maintenance Control.

8. Retains Copy 5 for MDS verification.

9. Update Copies 3 and 4; Copy 4 to QA/A; Copy 3 to ADB. Make necessary logbook entries.

9a. Copy 4 used by QA/A for trend analysis and local use.

10. Screened by Analysis, forward to DSF.

11. Received from DSF, forward to Maintenance Control.

12. Filed in accordance with 5.6.

13. For repairables; initiates a Turn-In Document VIDS/MAF.

14. Forward to SSC with component.

15. Receives component with VIDS/MAF.

Figure 5-7 O-Level Maintenance VIDS/MAF Document Flow Chart

qualified maintenance personnel are not available, the aircraft commander/pilot in command shall sign the certification in the safe for flight block.

NOTE

> If an aircraft has had flight control malfunctions and the cause of the malfunction has not been determined, the aircraft shall be released for flight only in accordance with NAVAIRINST 13400.2 (NOTAL).

5.4.4 Repair Cycle Documentation

5.4.4.1 Received Line. The work center supervisor enters, in block B16, the alpha character of the Equipment Operational Capability (EOC) code that best describes the current mission capability (if applicable). "Received" is automatically considered to be in a maintenance status.

5.4.4.2 In Work Line. The work center enters the Julian date and time work was begun on the maintenance action. This date and time must be equal to or later than the date and time on the "Received" line. The work center supervisor enters, in block B27, the alpha character of the EOC code, if applicable, that best describes the mission capability of the aircraft when work was begun. "In Work" is automatically considered to be in a maintenance status.

5.4.4.3 Completed Line. The work center enters the Julian date and time the maintenance action was completed. This date and time must be the latest date and time entered in the repair cycle. Since the "Completed" line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC code applies.

5.4.5 When notified of an AWP situation by the work center, maintenance control shall enter S in the appropriate job status block and fill in appropriate date, time, and alpha character of the EOC code blocks. Maintenance control also fills in the PROJ, PRI, and requisition number blocks in the Failed/Required Material section, and moves the form to the appropriate column on the VIDS board.

5.4.6 When notified of a change from AWP to AWM status, maintenance control shall enter an M in the Maintenance/Supply Record with the Julian date, time of status change, and the alpha character of the EOC code, and move the VIDS/MAF to the appropriate VIDS board column.

5.4.7 When notified of an EOC code change, maintenance control shall enter an M in the Maintenance/Supply Record with the Julian date, time of code change, and applicable alpha character of the EOC code. The VIDS/MAF is moved to the appropriate column on the VIDS board.

5.4.8 In addition to the above, maintenance control is responsible for the following:

a. Maintaining current aircraft status on the VIDS board.

b. Maintaining current equipment status.

c. Maintaining cognizance of all incomplete maintenance actions.

d. Taking actions necessary for reporting configuration, material readiness, and flight data.

e. Briefing pilots/aircrew prior to an FCF through the use of appropriate QA/A and work center personnel as required to describe the maintenance performed, the requirements for that particular flight, and the expected results.

f. Tracking Subsystem Capability and Impact Reporting (SCIR) data repair cycle and maintenance/supply record on VIDS/MAF Copy 3.

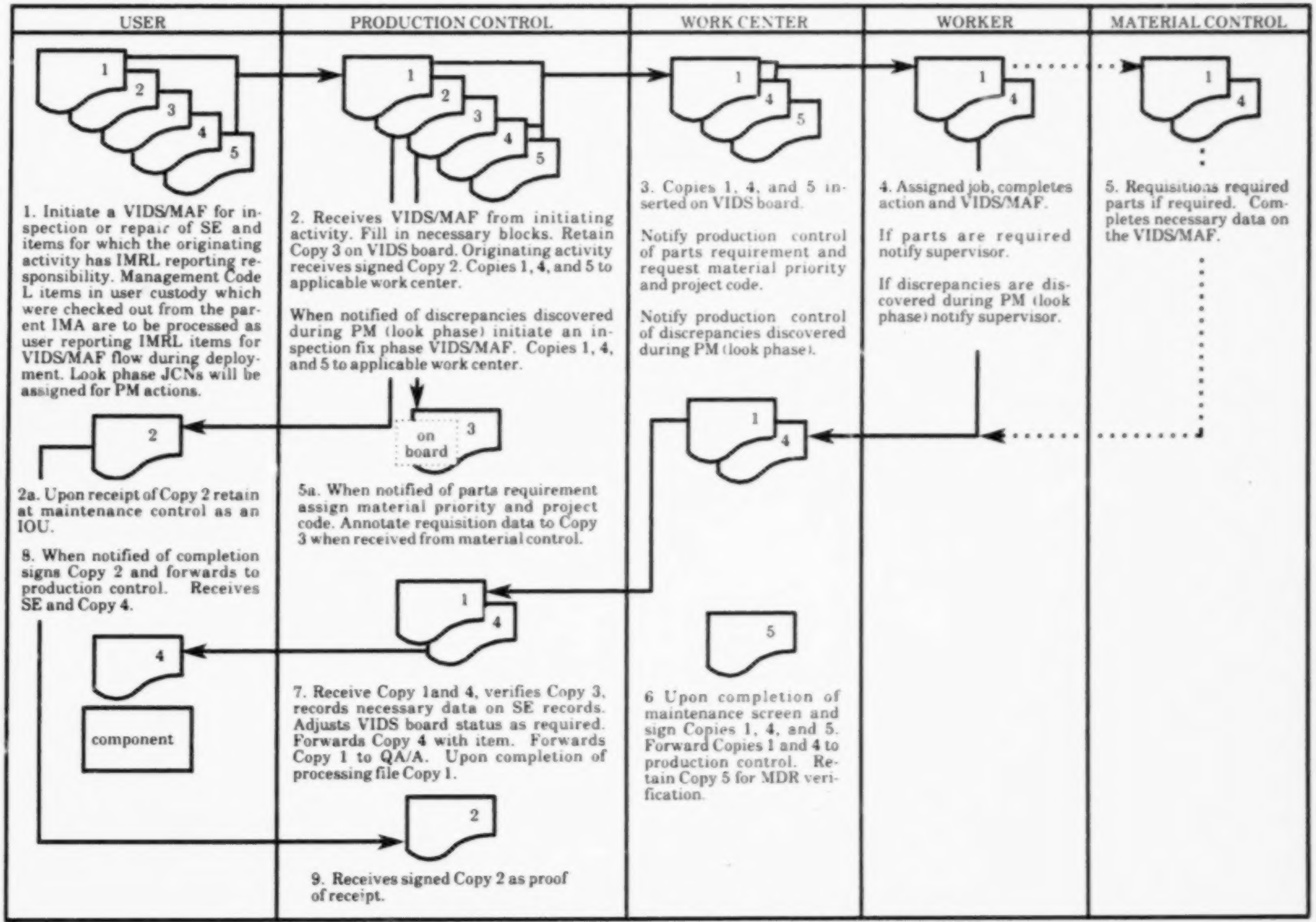
g. Complying with all maintenance documentation actions assigned to maintenance control in Chapter 6.

5.4.9 Aircraft Inspection and Acceptance Record (OPNAV 4790/141) (Figure 5-9). This record provides for:

a. The pilot's acceptance of the aircraft in its present condition.

b. Identifies aircraft by BUNO, type/model/series (T/M/S) and reporting custodian.

c. Certification of an aircraft's readiness for flight by maintenance personnel and also a record of fuel, oil, oxygen, expendable ordnance aboard, special equipment, and limitations.



USER

1. Initiate a VIDS/MAF for inspection or repair of SE and items for which the originating activity has IMRL reporting responsibility. Management Code L items in user custody which were checked out from the parent IMA are to be processed as user reporting IMRL items for VIDS/MAF flow during deployment. Look phase JCNs will be assigned for PM actions.

2a. Upon receipt of Copy 2 retain at maintenance control as an IOU.

8. When notified of completion signs Copy 2 and forwards to production control. Receives SE and Copy 4.

PRODUCTION CONTROL

2. Receives VIDS/MAF from initiating activity. Fill in necessary blocks. Retain Copy 3 on VIDS board. Originating activity receives signed Copy 2. Copies 1, 4, and 5 to applicable work center.

When notified of discrepancies discovered during PM (look phase) initiate an inspection fix phase VIDS/MAF. Copies 1, 4, and 5 to applicable work center.

5a. When notified of parts requirement assign material priority and project code. Annotate requisition data to Copy 3 when received from material control.

7. Receive Copy 1and 4, verifies Copy 3, records necessary data on SE records. Adjusts VIDS board status as required. Forwards Copy 4 with item. Forwards Copy 1 to QA/A. Upon completion of processing file Copy 1.

9. Receives signed Copy 2 as proof of receipt.

WORK CENTER

3. Copies 1, 4, and 5 inserted on VIDS board.

Notify production control of parts requirement and request material priority and project code.

Notify production control of discrepancies discovered during PM (look phase).

6 Upon completion of maintenance screen and sign Copies 1, 4, and 5. Forward Copies 1 and 4 to production control. Retain Copy 5 for MDR verification.

WORKER

4. Assigned job, completes action and VIDS/MAF.

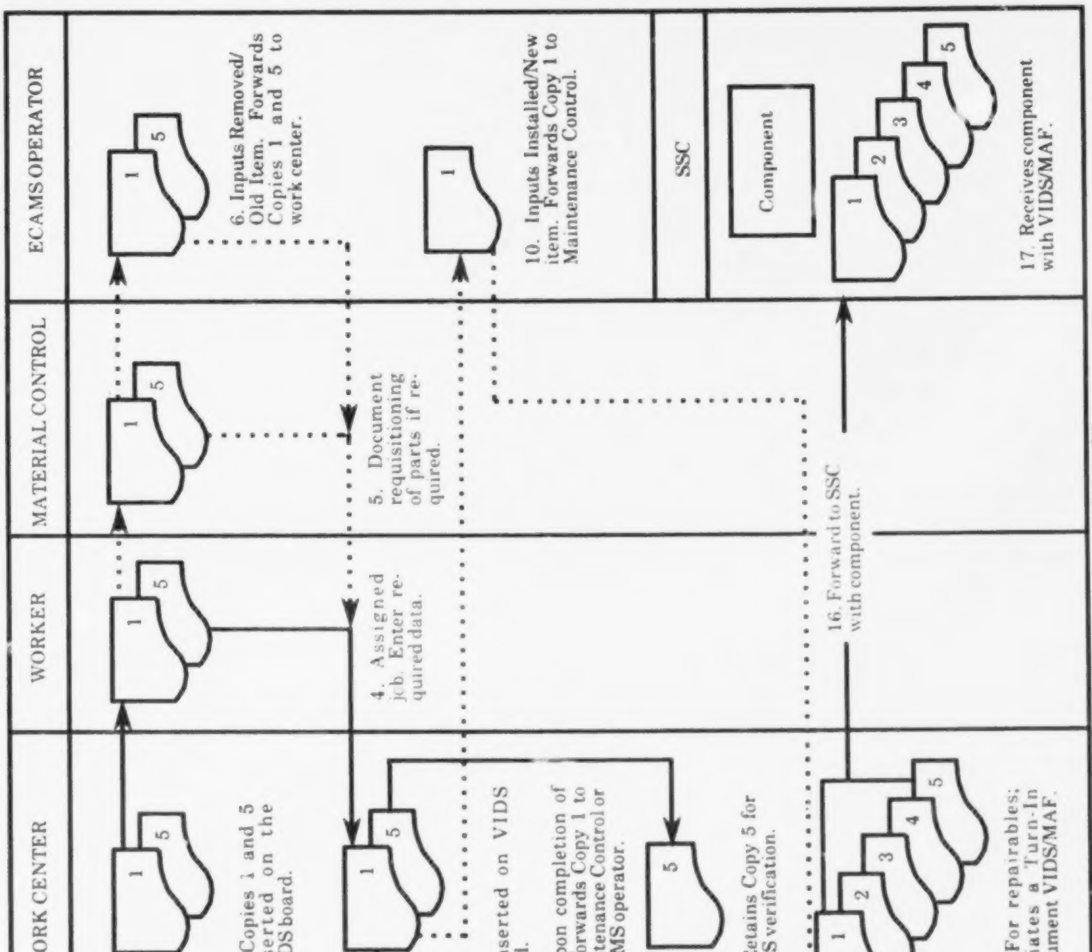
If parts are required notify supervisor.

If discrepancies are discovered during PM (look phase) notify supervisor.

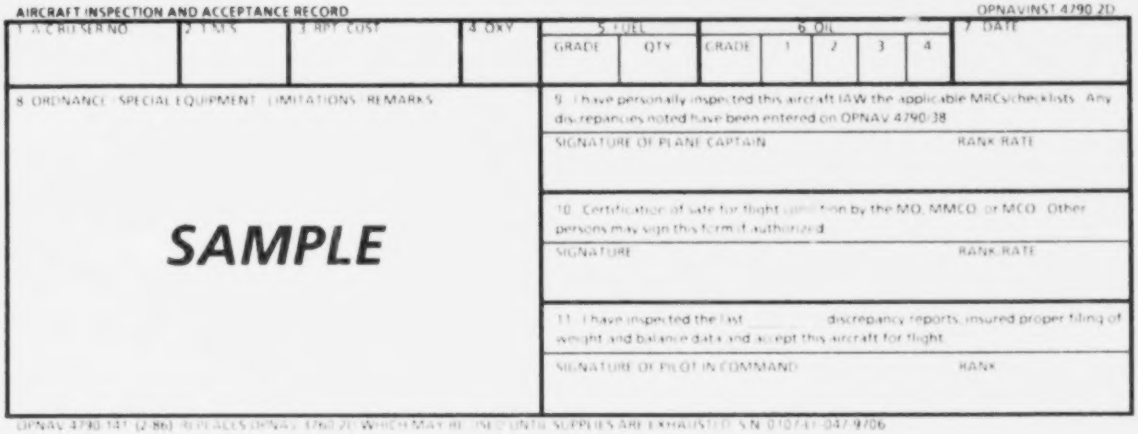
MATERIAL CONTROL

5. Requisitions required parts if required. Completes necessary data on the VIDS/MAF.

{A} Figure 5-8A VIDS/MAF Flow for O-Level IMRL Reported SE


QA/A
MAINTENANCE CONTROL
WORK CENTER
WORKER
MATERIAL CONTROL
ECAMS OPERATOR
SSC
1
2
3
4
5
Component
on VIDS board
in ADB
1. Initiates VIDS/MAF. Forwards Copies 1 and 5 to the work center.
2. Copy 3 retained on VIDS board. Copy 2 forwarded to QA. Copy 4 is filed in ADB.
2a. Copy 2 used by QA/A for trend analysis and local use.
3. Copies 1 and 5 inserted on the VIDS board.
4. Assigned job. Enter required data.
5. Document requisitioning of parts if required.
6. Inputs Removed/Old Item. Forwards Copies 1 and 5 to work center.
7. Inserted on VIDS board.
8. Upon completion of job; forwards Copy 1 to Maintenance Control or ECAMS operator.
9. Retains Copy 5 for MDS verification.
10. Inputs Installed/New item. Forwards Copy 1 to Maintenance Control.
11. Update Copies 3 and 4; Copy 4 to QA/A; Copy 3 to ADB. Make necessary logbook entries.
11a. Copy 4 used by QA/A for trend analysis and local use.
12. Screened by Analysis and forwarded to DSF.
13. Received from DSF, forward to Maintenance Control.
14. Filed IAW 6.2.7.
15. For repairables; initiates a Turn-In Document VIDS/MAF.
16. Forward to SSC with component.
17. Receives component with VIDS/MAF.

(A) Figure 5-8B O-Level ECAMS VIDS/MAF Document Flow Chart



AIRCRAFT INSPECTION AND ACCEPTANCE RECORD

OPNAVINST 4790.2D

1. A/C BU/SERNO	2. T/M/S	3. RPT. CUST	4. OXY	5. FUEL		6. OIL					7. DATE
				GRADE	QTY	GRADE	1	2	3	4	

8. ORDNANCE / SPECIAL EQUIPMENT / LIMITATIONS / REMARKS

SAMPLE

9. I have personally inspected this aircraft IAW the applicable MRCs/checklists. Any discrepancies noted have been entered on OPNAV 4790/38

SIGNATURE OF PLANE CAPTAIN RANK/RATE

10. Certification of safe for flight condition by the MO, MMCO, or MCO. Other persons may sign this form if authorized.

SIGNATURE RANK/RATE

11. I have inspected the last ________ discrepancy reports, insured proper filing of weight and balance data and accept this aircraft for flight.

SIGNATURE OF PILOT IN COMMAND RANK

OPNAV 4790/141 (2-86) REPLACES OPNAV 4790/20 WHICH MAY BE USED UNTIL SUPPLIES ARE EXHAUSTED. S/N 0107-LF-047-9706

Figure 5-9 Aircraft Inspection and Acceptance Record (OPNAV 4790/141)

5.4.9.1 The pilot in command shall review the ADB for aircraft discrepancies and corrective actions for at least the ten (10) previous flights and shall sign the record, assuming full responsibility for the safe operation of the aircraft and the safety of the other individuals aboard.

5.4.9.2 The record shall remain at the place of first takeoff. If the aircraft is away from home the record will be maintained by the transient/host activity until safe completion of the flight.

5.4.9.3 The record shall be filled out as follows:

a. Block 1, A/C BU/SERNO - Enter the BUNO/Serial Number (SERNO) of the aircraft.

b. Block 2, T/M/S - Enter the type/model/series of the aircraft.

c. Block 3, RPT. CUST. - Enter the reporting custodian of the aircraft.

d. Block 4, OXY - Indicate total gaseous/liquid oxygen on board. Not applicable to aircraft with On Board Oxygen Generation System.

e. Block 5, FUEL - Indicate grade and quantity of fuel on board.

f. Block 6, OIL - Indicate grade and quantity of oil on board.

g. Block 7, DATE - Indicate date of acceptance by the pilot in command.

h. Block 8, ORDNANCE/SPECIAL EQUIPMENT/LIMITATIONS/REMARKS - This section informs the pilot of uncorrected discrepancies or unique characteristics of the aircraft. Local instructions will govern the specific content of this space.

i. Block 9, SIGNATURE OF PLANE CAPTAIN - Signature and rank/rate of the plane captain who inspected the aircraft.

j. Block 10, SIGNATURE - Signature and rank/rate of the MO, MMCO, or maintenance control officer certifying safe for flight condition. Other persons may sign the record if authorized and designated in writing by the commanding officer. If the aircraft is away from home and qualified maintenance personnel are not available, the pilot in command shall sign the certification in the safe for flight block.

k. Block 11, SIGNATURE OF PILOT IN COMMAND - Signature and rank of pilot accepting aircraft.

5.5 Calendar/Phase Maintenance Procedures

5.5.1 When an aircraft is inducted into a phase or calendar inspection, maintenance control and the inspection supervisor shall remove all the VIDS/MAFs, except the inspection control document, from the maintenance control VIDS board, and place them on the inspection work center's VIDS board. Activities using one 25-pocket VIDS board for each aircraft may issue the maintenance control VIDS board to the inspection work center supervisor in lieu of removing and replacing VIDS/MAFs.

5.5.2 When maintenance control is notified that the inspection has been completed, it will return the VIDS/MAF registers to the appropriate columns of the maintenance control VIDS board and indicate if an FCF is required.

NOTE

> All cannibalization actions will be authorized and directed by maintenance control.

5.6 Historical Files. Completed and processed VIDS/MAF Copy 1s are to be retained by maintenance control for a minimum of six months from the completed date, block B30. Historical file requirements are as follows:

a. Aircraft Inspection File. This file is maintained for each BUNO and should be arranged to group the control, look, and fix phase documents for a given inspection. Documents in support of a phased or special inspection will be retained for one complete inspection cycle or six months, whichever is greater. Documents in support of a calendar inspection will be retained for the last two completed calendar inspections. Conditional inspection documents will be maintained in this file for a minimum of six months from the completion date.

b. Aircraft General File. This file will be maintained by BUNO in JCN sequence and grouped by month of completion, block B30. Individual units have the option of establishing local files by work center as long as the above filing order is maintained. Contents will include all other aircraft and engine VIDS/MAFs. VIDS/MAFs that are SCIR related with an Action Taken N will be retained for a minimum of six months from the completed date.

c. Technical Directive (TD) Compliance File. This file will be maintained by bureau number for a minimum of six months from the completed date, block B30.

NOTE

> Upon aircraft transfer, ensure the aircraft inspection, TD compliance and general files are forwarded with the aircraft.

d. Miscellaneous File. This file will contain all nonBUNO VIDS/MAFs and may be separated by type equipment code, serial number, or JCN, as decided by the local command.

5.7 Naval Flight Record Subsystem (NAVFLIRS)

5.7.1 NAVFLIRS provides a standardized Department of the Navy flight activity data collection system. The Naval Aircraft Flight Record (OPNAV 3710/4) consists of an original and two no carbon required copies. All three copies contain identical information. Procedures for filling out the form are outlined in OPNAVINST 3710.7M (NOTAL).

5.7.2 Procedures for processing completed Naval Aircraft Flight Records by maintenance control are as follows:

a. Navy Procedures. A Naval Aircraft Flight Record (OPNAV 3710/4) is required for each attempt at flight. The aircraft or mission commander's signature certifies completeness and accuracy of the form. Maintenance control screens the Naval Aircraft Flight Record and transcribes applicable data into aircraft logbooks. Operations personnel will screen it and transcribe information into aviator logbooks. (R) ECAMS sites will forward the original, Copy 1, and Copy 3 to the ECAMS operator for entry of required data elements and daily reports. The ECAMS operator will then forward Copies 1 and 3 to the maintenance analyst. At sites not having ECAMS, Copies 1 and 3 will be forwarded to the maintenance analyst. Upon receipt of Copies 1 and 3, the maintenance analyst will submit Copy 1 with a document control form to the supporting data services facility (DSF) for data entry. Copy 3 will be passed to maintenance control for filing. Copy 2 will remain in operations as a suspense copy until Copy 1 is returned following data entry, then Copy 1 will replace Copy 2 and be retained for the Master Flight Files. The analyst will receive four copies of the NAVFLIRS Daily Audit Report (DAR); one copy for the analyst, one copy for maintenance control, and two copies for operations. Maintenance control screens the DAR, annotates errors for correction, and signs the report. The signed copy of the DAR is returned to the analyst (the activity NAVFLIRS coordinator). The analyst compares the DARs received from maintenance control and operations, reconciling any difference between common data elements. A consolidated, corrected DAR is returned to the DSF for processing. Corrected records will appear on the next DAR. Ensuring the validity of NAVFLIRS data requires complete coordination between the analyst, maintenance control, and the operations department.

b. Marine Corps Procedures. A Naval Aircraft Flight Record (OPNAV 3710/4) is required for each attempt at flight. The aircraft or mission commander signs it, certifying completeness and accuracy. The operations duty officer screens the Naval Aircraft Flight Record for completeness and accuracy and passes it to operations personnel. The Naval Aircraft Flight Record is screened by operations personnel and separated. {R} ECAMS sites will forward the original (Copy 1) to the ECAMS operator for entry of required data elements. The ECAMS operator will then return Copy 1 to the operations department. The operations department will use Copy 1 for further data entry and for transcription into aviators' logbooks. Copy 2 will be used as a suspense file copy until Copy 1 is returned to operations for retention in the Master Flight Files. Copy 3 is sent to maintenance control for transcription into aircraft logbooks and filing. The activity receives four copies of the DAR; 1 copy for the analyst, 1 copy for maintenance control, and 2 copies for operations. Maintenance control screens the DAR, annotates errors for correction, and signs the report. The signed copy of the DAR is returned to the operations chief who acts as the activity NAVFLIRS coordinator. The operations chief compares the DARs received from maintenance control and the operations department, reconciling any differences, and returns the copy to maintenance control. The consolidated corrections report is used to correct NAVFLIRS records using an applicable data entry device. Corrected records will appear on the next DAR. Ensuring the validity of NAVFLIRS data requires coordination between maintenance control and the operations department.

c. Naval Aircraft Flight Record Files. Copy 3 shall be retained by maintenance control until monthly reports are received and verified, then filed for a minimum of three months.

5.8 VIDS/MAF Work Request (OPNAV 4790/60). VIDS/MAF Work Request. This form is used by supported maintenance and supply activities to request work or assistance from the IMA that is beyond the requesting activity's capability and does not involve repair of aeronautical material. The VIDS/MAF work request is prepared and processed in accordance with Chapter 9. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for detailed procedures for submitting a work request. The VIDS/MAF work request is used primarily for, but not limited to, the following:

a. To request check, test, and service of items removed from an aircraft, equipment, or support equipment (SE) for scheduled maintenance when requested work is beyond the capability of the requesting activity.

NOTE

Work requests for items removed for check, test, service, and local manufacture or fabrication must be approved and signed by the requesting activity's maintenance control supervisor and the supporting activity's production control supervisor. {A} Batteries removed for check, test, or service will be documented in accordance with Chapter 6.

b. To induct items that are not part of an aircraft or SE, for example, pilot's personal equipment, oxygen masks, life preservers, and parachutes, that require check, test, and service.

c. To induct items from supply for check, test, and service.

d. To induct items from supply for buildup, such as, engine, quick engine change list, wheel and tire assembly, that are beyond the supply activity's capability.

e. To induct items not having a work unit code or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

f. To request nondestructive inspection either on-site or at IMA, when a TD is not involved.

g. To induct items for ready for issue certification prior to reinstallation in aircraft returned from standard depot level maintenance.

5.9 Maintenance Division Officers. It is incumbent upon all division officers to have intimate familiarity with machine reports concerning the division and to be capable of interpreting these reports. Refer to Chapter 3 for detailed descriptions of these reports. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for details of the MDS requirements.

5.10 Work Center Supervisors. If successful accomplishment of assigned tasks could be attributed to any one group of personnel, it would be the work center supervisors. Diligent supervision at the work center level includes rigidly adhering to the procedures and policies established by this instruction. To ensure the accomplishment of all assigned work, maximum efficiency must be obtained and maintained in the use of manpower, material, and facilities. This can be most easily done within the work center by using the systems and programs in this chapter. Additionally, if using the NALCOMIS, the work center supervisor shall develop an understanding of the NALCOMIS and its application to management, and apply the details of the NALCOMIS User's Manual in execution of work center responsibilities.

5.10.1 Machine Reports. This paragraph outlines the daily and monthly Maintenance Data Reports (MDRs) the work center supervisor uses on a regular basis.

a. SAF Daily Audit Report. This report is designed for the work center supervisor to validate the previous day's SAF submissions. It also allows the supervisors to monitor the production labor man-hours expended performing support maintenance tasks.

b. VIDS/MAF Copy 1 Daily Audit Report. This report is designed for the work center supervisor to validate the previous day's VIDS/MAF Copy 1 submissions.

c. Monthly Production Report (MDR-2). This report is a summation, by work center, of all support actions, maintenance actions, TD compliances, and data entered in the H-Z Failed/Required Material Block of the VIDS/MAF.

NOTE

For a complete listing of all MDRs available from the DSF, including their uses and detailed instructions on those reports, refer to Chapter 3.

5.10.2 Data Accuracy. Throughout the MDS, accurate documentation must be stressed. Each uncorrected erroneous document results in a loss of effectiveness of the data and of the system. The importance of complete and accurate data is further emphasized when Navy wide use of this data is considered. Work center supervisors with assistance of the analyst shall strive at all times for absolute accuracy. DARs should be verified daily, corrections annotated, and returned to the analyst. The analyst will resubmit the corrected report with the following day's data. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for details and applications of verification of data accuracy.

5.10.3 VIDS Boards. Work center VIDS boards will be set up as shown in Figures 5-13, 5-14a and 5-14b. The number of aircraft, equipment, and systems supported by the work center determines the number of VIDS boards needed to properly display necessary information. If work is displayed by personnel assignment, the size and numbers of VIDS boards will be governed by the number of personnel assigned. Personal history and information cards may be displayed on the work center VIDS board if desired. If displayed, they are placed on the far left side of the VIDS board if using the personnel assignment method vice the aircraft bureau/side number method. The personnel training insert may be placed on the right side of the VIDS board for display of the individual's level of training on different systems. Required SE may be listed on the bottom pocket, with SE in a DOWN status indicated by a yellow tab placed over the particular equipment. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for VIDS procedures.

NOTE

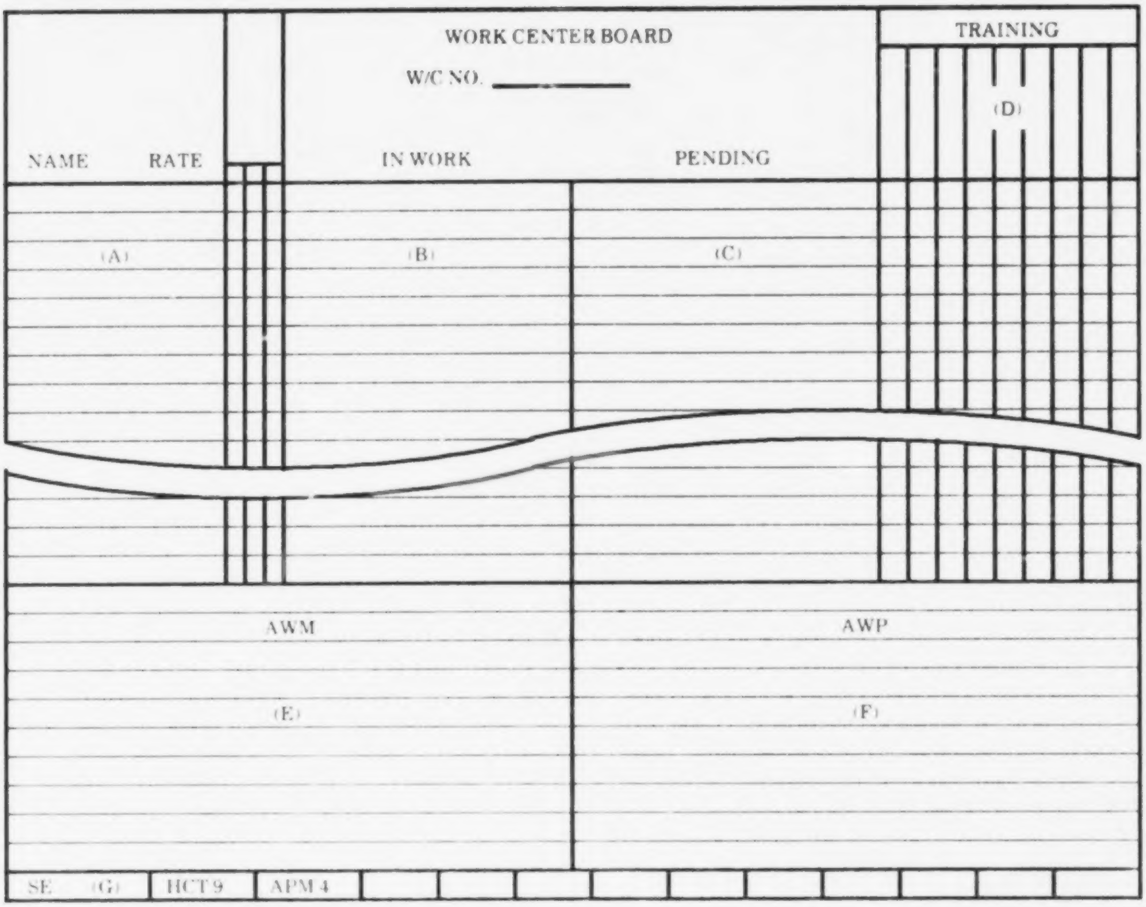
It is not mandatory to set up the VIDS boards in the exact format shown in this chapter. However, "In Work", "AWM", and "AWP" must be visually displayed.

5.10.3.1 VIDS Board Verification. The maintenance control supervisor shall establish a schedule and ensure that work centers verify their VIDS boards with the maintenance control VIDS board daily, and resolve any conflicts.

5.10.3.2 Forms and Attachments. To provide a visual display of weapon system or repairable component status, the following forms are used.

5.10.3.3 VIDS/MAF (OPNAV 4790/60). The VIDS/MAF is used mainly for documenting maintenance actions involving failed, repairable material.

5.10.3.4 SAF (OPNAV 4790/42). This is a card designed for reporting support data so that time expended performing repetitive type tasks that consume man-hours but do not involve malfunc-



BOARD LAYOUT

(A) PERSONNEL STATUS - Space used to display personnel status forms and any other information concerning individuals assigned.

(B) IN WORK - Space used to display registers for discrepancies that are in an IN WORK status. Work center registers are displayed in the pocket beside the person assigned the responsibility for completing the task.

(C) PENDING - Space used to display registers for discrepancies that are assigned but not IN WORK due to delays, for example, lack of SE, respot.

(D) TRAINING - Space used to display training/qualifications required. Green and orange tabs will be used to indicate individual training/qualification status.

(E) AWM - Space used to display registers for discrepancies that are not presently assigned.

(F) AWP - Space used to display discrepancy registers that are in an AWP status.

(G) SE REQUIREMENTS - Space used to display UP/DOWN status of SE.

Figure 5-13 Organizational Work Center VIDS Board

WORK CENTER 210

SIDE NO.	IN WORK	AWM	AWP
101			
102			
103			
104			
105			
106			
107			

Figure 5-14a Organizational Work Center VIDS Board

WORK CENTER 220

RATE	NAME	IN WORK	QUALIFICATIONS														
AEC	A. B. JONES																
AE1	C. D. SMITH																
AE2	E. F. JOHNSON																
AE3	G. H. TAYLOR																
AE3	I. J. BROWN																
AEAN	R. L. GRAY																
AN	M. M. AVERY																
AN	O. P. PAUL																

SIDE NO.	AWM	AWP
401		
402		
403		
404		
405		

Figure 5-14b Organizational Work Center VIDS Board

tion, repair, or condemnation, may be easily identified, reported, and monitored. Man-hours expended in support duties such as aircraft servicing, daily inspections, are documented on the SAF.

5.10.3.5 Attachments. Items used for operating the VIDS, such as signal tabs, file containers, replacement pockets, three ring binders, may be obtained through the supply system or open purchase procurement.

5.10.3.6 Signal Tabs. By using signal tabs of different colors or other methods of special marking, special priorities, conditions, status, or requirements can be visually displayed. Examples of the use of different color signal tabs are as follows:

a. Red - Not Mission Capable Supply.

b. Blue - Partial Mission Capable Supply.

c. Yellow - SE down.

d. Orange - SE partially down.

e. Green - Personnel shortage.

5.10.4 VIDS Operating Procedures

5.10.4.1 Maintenance control initiates the VIDS/MAF for any discrepancy found on supported aircraft and SE, and forwards Copies 1 and 5 to the work center.

5.10.4.2 The work center places VIDS/MAF Copies 1 and 5 on the VIDS board under "AWM" or "In Work", as directed by maintenance control.

5.10.4.3 After the discrepancy has been in work and goes to an AWP status or back to an AWM status, the work center immediately notifies maintenance control. VIDS/MAF Copies 1 and 5 are moved to the appropriate column of the VIDS board, both in the work center and in maintenance control.

5.10.4.4 If a replacement part is required, annotate VIDS/MAF Copies 1 and 5 in accordance with Chapter 6, obtain a supply priority and project code from maintenance control, advise material control of the part requirement, and move Copies 1 and 5 to the AWP column.

5.10.4.5 After the replacement part is received, annotate VIDS/MAF Copies 1 and 5 in accordance with Chapter 6. When authorized by maintenance control to resume work, move Copies 1 and 5 to the in work column.

5.10.4.6 A discrepancy may go through the AWM, In-work, and AWP process many times before being corrected; if so, ensure the above steps are taken each time the status of the discrepancy changes.

5.10.4.7 Figure 5-7 shows VIDS/MAF flow all the way through the maintenance effort. {A} Figure 5-8A shows procedures for inducting SE and organizational IMRL items into IMA for unscheduled or scheduled maintenance. Figure 5-8B shows VIDS/MAF document flow for activities using the ECAMS.

5.10.4.8 Maintenance control must be in control of maintenance at all times. When all corrective actions have been completed, notify maintenance control and, if required, QA/A. QA/A must be notified of any inspections or check flight requirements resulting from the maintenance actions. Enter the corrective action and signatures on the VIDS/MAF Copies 1 and 5, file the completed Copy 5 in a temporary file, and forward Copy 1 to maintenance control.

5.10.4.9 The supervisor's signature signifies completion of the maintenance action, verification that tool control inventories were conducted at proper intervals, quality assurance procedures were followed, and documentation is correct.

5.10.4.10 After verifying the work center's Copy 5 with the VIDS/MAF Copy 1 Daily Audit Report, Copy 5 may be retained or destroyed, as desired.

5.10.4.11 Complete details for documentation of all portions of the VIDS/MAF are contained in Chapter 6.

5.10.5 Tool Control in the Work Center

5.10.5.1 The work center supervisor's responsibilities are in the following paragraphs.

NOTE

> Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures for tool control.

5.10.5.2 Upon task assignment, note the tool container number on Copy 1 of the VIDS/MAF in the Tool Box block of the accumulated work hours section. The technician shall do a sight inventory prior to starting each task and note all shortages. Every measure must be taken to ensure that missing tools do not become a cause of foreign object damage. Inventories shall also be done before a shift change, when work stops, after maintenance has been completed, and before conducting an operational systems check on the equipment.

5.10.5.3 After maintenance has been completed, and before an operational systems check on the equipment, the inspection process shall once more be performed.

5.10.5.4 When all maintenance actions are completed, the work center supervisor signs VIDS/MAF Copies 1 and 5, signifying that maintenance has been completed and that all tools have been accounted for.

5.10.5.5 If any tool is missing at any one of the above stages, an immediate search shall be conducted prior to reporting the work completed or signing off the VIDS/MAF. If the tool cannot be located, the MO or acting MO shall be immediately notified.

5.10.5.6 If the tool cannot be located after the MO's directed search, the person doing the investigation shall personally sign a statement in the Corrective Action block of the VIDS/MAF that a lost tool investigation was conducted and the tool could not be found. Subsequently, the normal VIDS/MAF completion process shall be followed.

5.10.5.7 Collateral duty inspectors (CDIs) shall help the work center supervisor comply with the Tool Control Program (TCP).

5.10.5.8 The flight engineer, crew chief, or senior maintenance man (in the absence of an assigned crew chief) shall assume those responsibilities of the work center supervisor applicable to the TCP for inflight maintenance or maintenance performed on the aircraft at other than home station.

CHAPTER 6

Organizational Level Maintenance Source Document Procedures

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CHAPTER 6

Organizational Level Maintenance Source Document Procedures

6.1 Support Action Data Documentation and Reporting

6.1.1 Introduction

6.1.1.1 Support Action Form (SAF). The SAF is a standard electronic accounting machine card designed for separate reporting of support data so that the time expended in performing repetitive type tasks that consume many man-hours (but do not involve malfunction, repairs, or condemnation action) may be easily identified, reported, and monitored. Man-hours spent in support duties such as aircraft refueling, foreign object damage (FOD) walkdown, will be documented on the SAF. A SAF may be either handscribed or prepunched/preprinted, depending on desires of local maintenance managers. SAFs are signed by the work center supervisor to indicate screening has been completed, and appropriate quality assurance (QA) and tool control procedures have been followed.

6.1.1.2 Support Action Code. Support action codes are three-character numeric codes used to identify routine repetitive maintenance actions such as ground handling, servicing, cleaning, inspection, and preservation of components, etc.. These codes are intended to cover nonrepair type tasks. There are eight basic categories of support action codes used together with type maintenance codes.

6.1.1.3 All aircraft and support equipment (SE) cleaning operations, scheduled maintenance requirement card (MRC) or unscheduled, are considered corrosion prevention and shall be documented on a SAF using Support Code 040 series. For example, where aircraft washing is accomplished as part of a special inspection (MRC), the action work center will extract the number of man-hours required for washing for SAF documentation and the remainder of the inspection function will be documented on the maintenance action form.

6.1.2 Internal Flow

6.1.2.1 Work Center. The SAF is initiated in the work center. When a support action is complete, the person documenting it signs in block B and forwards the completed SAF to the work center supervisor.

6.1.2.2 Work Center Supervisor. The work center supervisor screens and verifies, by signing on the supervisor line, that all entries are valid, correct, and that all tools have been accounted for at the completion of the task. After verification, the work center supervisor forwards the completed SAF(s) to the analyst for further processing to the data services facility (DSF). Upon completion of processing, the analyst returns the completed SAF to the work center supervisor for verification against the SAF Daily Audit Report (DAR).

6.1.2.3 Those activities using the Naval Aviation Logistics Command Management Information System (NALCOMIS), refer to the NALCOMIS User's Manual for specific details and procedures for SAF documentation and verification.

6.1.3 Data Elements and Documentation Procedures

6.1.3.1 SAF block description

a. Block 1 - Type Equipment Code (TEC). Enter the four-character code that identifies the equipment on which support work is being performed, for example, aircraft, engine, SE.

b. Block 2 - Action Organization. Enter the three-character code that identifies the organization accomplishing the support action.

c. Block 3 - Work Center Code. Enter the three-character code that identifies the work center performing the support action (Appendix D).

d. Block 4 - Maint. Level. Enter the one-character code that identifies the maintenance level of the support action being performed. (These codes are printed on the front of the SAF).

e. Block 5 - Action Date. Enter the Julian date the support action was completed.

f. Block 6 - Support Code. Enter the three-character code that identifies the category of work in which the support action was performed (Appendix O).

g. Block 7 - Type Maint. Code. Enter the one-character code that identifies the type of support maintenance that was performed (Appendix H).

h. Block 8 - Items Proc. Enter the number of items processed, or the number of times that the support action identified in block 6 was performed, for example, three preflight inspections performed. Assisting work centers enter 0 items processed.

i. Block 9 - Man-hours. Enter the total number of man-hours, as defined in Appendix C, expended in doing the support action(s) documented on the same line of the SAF. A maximum of 999.9 man-hours may be reported on one line entry.

j. Block A - BUNO/Local Control. The aircraft bureau number (BUNO) or serial number for SE will be entered for all support actions involving corrosion prevention, that is, where the Support Code is 040 through 049. In other cases, this block may be used at the discretion of the local activity to record BUNO or serial number of SE or other data of interest, up to a maximum of 15 characters. If the BUNO or serial number of SE is used, it will be entered in the left-most portion of the block followed by a slash (/). If a local control is used without a BUNO or serial number of SE, it will be entered in the right-most portion of the block preceded by a slash (/). Data entered in block A will appear on the appropriate data products.

k. Block B - Signature. Enter the signature of the person documenting the support action.

l. Block 10 - Repl. If prepunched/preprinted cards are authorized and desired, blocks 1, 2, 3, 4, 6, or 7 may have entries with a check mark in this block for replenishment. No other maintenance documentation entry is authorized on a replenishment SAF. The maintenance officer controls and the analyst coordinates the production, volume, and distribution of prepunched/preprinted cards. If more than 25 prepunched cards are desired, enter the desired number in the Local Control block.

6.1.3.2 Documentation examples are as follows:

a. SAF (OPNAV 4790/42) Replenishment Card (Figure 6-3a).

b. Prepunched/Preprinted Card (Figure 6-3b).

c. Single Line Entry Card (Figure 6-4a).

d. Multiple Action Card (Figure 6-4b).

e. Accumulation of Support Man-hours Card (Figure 6-5a).

f. Corrosion Prevention Card (Figure 6-5b).

g. Nonaeronautical Support Card (Figure 6-6).

6.2 Maintenance Action Documentation Procedures

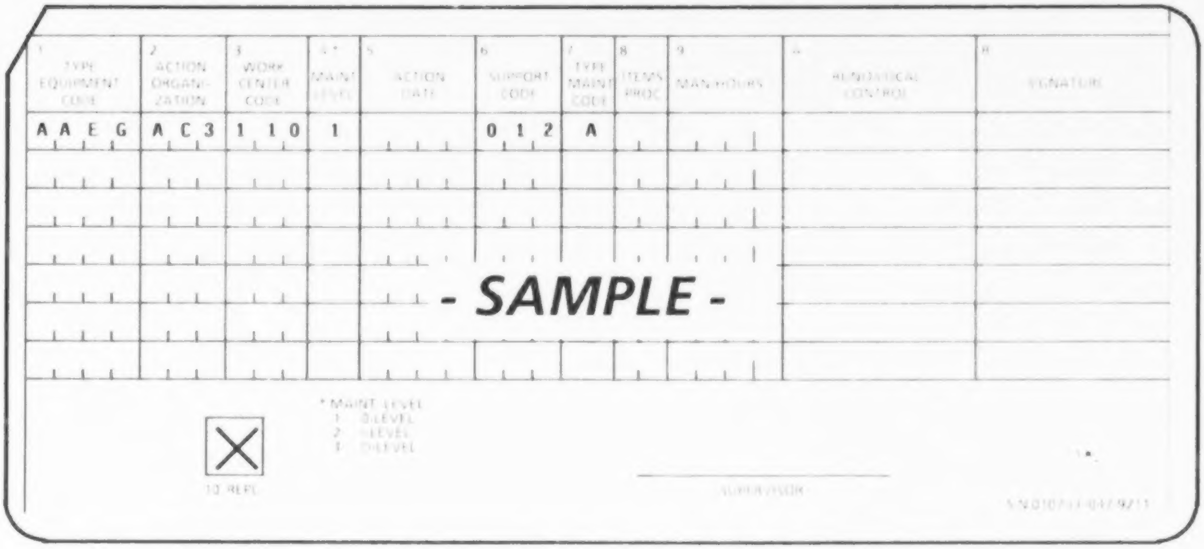
6.2.1 General Information. The purpose of this section is to give detailed procedures to be used in documenting maintenance actions on VIDS/MAFs. The VIDS/MAF is used to document, in addition to on-equipment maintenance actions, the removal and subsequent processing of a repairable component/item to an intermediate maintenance activity (IMA). The first, third, fourth, and fifth copies of the form contain the same information. Copy 2 is a tear-out VIDS register size, containing the necessary data for quality assurance analysis (QA/A). Copy 3 is perforated along the fold line to facilitate folding of the form to add body to the register while inserting on a VIDS board.

6.2.2 Types of VIDS/MAF Maintenance Actions. This paragraph outlines the types of maintenance actions documented on VIDS/MAFs. These include troubleshooting, removal and replacement, repair, and the performance of scheduled inspections. VIDS/MAFs will be used to document the following types of maintenance actions:

a. On-equipment work not involving removal of defective or suspected defective repairables.

b. Look phase of calendar, special, conditional, corrosion, periodic, phase, and acceptance/transfer inspections.

c. Fix phase actions discovered during inspection.



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4 * MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
AAEG	AC3	110	1		012	A				

- SAMPLE -

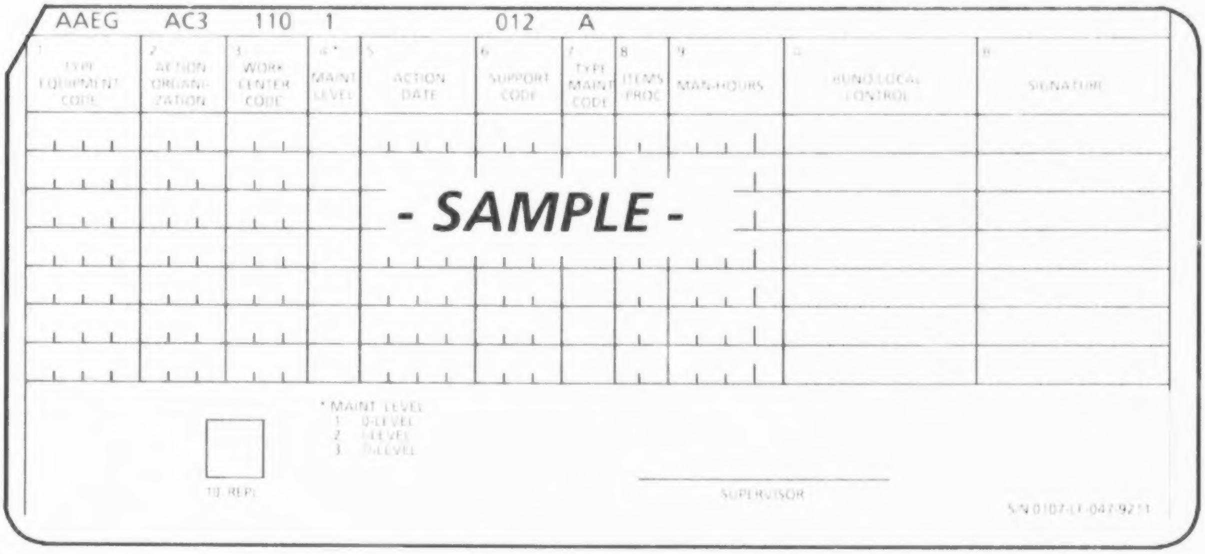
☒ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-3a SAF (OPNAV 4790/42) Replenishment Card



AAEG AC3 110 1 012 A

1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4 * MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE

- SAMPLE -

☐ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-3b Prepunched/Preprinted Card

1 TYPE EQUIPMENT CODE	2 ACTION ORGANI-ZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
A A E G	A C 3	1 2 A	1	9 0 9 0	0 1 1	A	1	7 1	156421/11216	/S/

- SAMPLE -

☐ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-4a Single Line Entry Card

1 TYPE EQUIPMENT CODE	2 ACTION ORGANI-ZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
A A E G	A C 3	3 1 0	1	9 1 1 0	0 3 2	D	1	1 2	153456/	/S/
A A E G	A C 3	3 1 0	1	9 1 1 0	0 1 2	A	2	2 1	155421/	/S/
A A E G	A C 3	3 1 0	1	9 1 1 0	0 3 1	D	1	1 1	155678/	/S/

- SAMPLE -

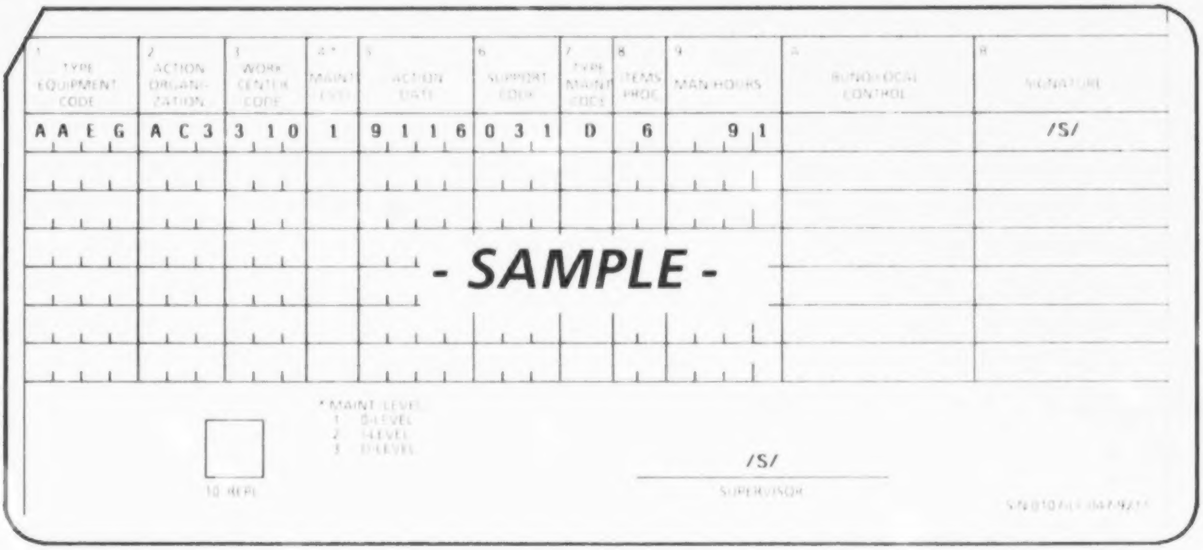
☐ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-4b Multiple Action Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
AAEG	AC3	310	1	9116	031	D	6	91		/S/

- SAMPLE -

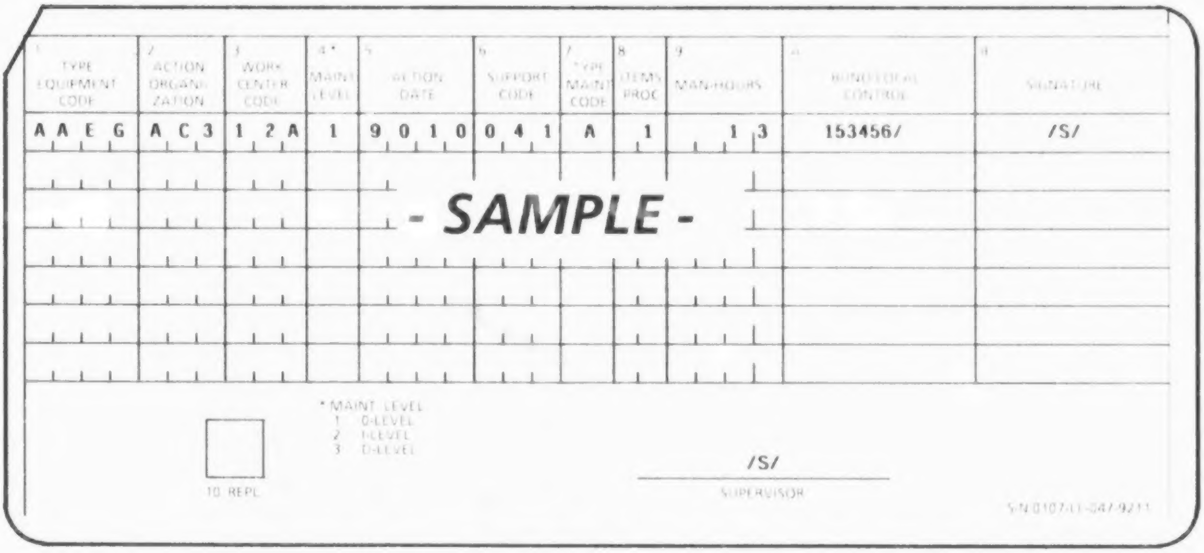
* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☐ 10 REPL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-5a Accumulation of Support Man-Hours Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
AAEG	AC3	12A	1	9010	041	A	1	13	153456/	/S/

- SAMPLE -

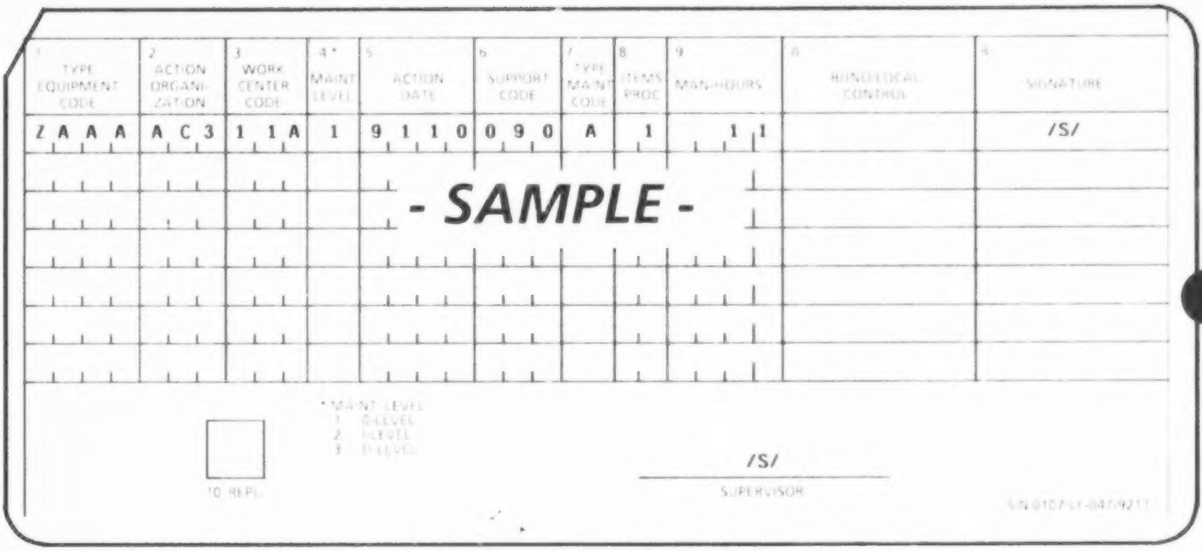
* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☐ 10 REPL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-5b Corrosion Prevention Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MANHOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
Z A A A	A C 3	1 1A	1	9 1 1 0	0 9 0	A	1	1 1		/S/

- SAMPLE -

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☐ 10 REPL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 6-6 Nonaeronautical Support Card

d. Removal of components for check/test/service actions.

e. Removal and replacement actions for cannibalization.

f. Accumulated man-hours as a result of work stoppage for parts or maintenance.

g. Accumulated man-hours during or at the end of a reporting period for a job not completed, where required by the cognizant aircraft controlling custodian/type commander (ACC/TYCOM).

h. Maintenance actions and man-hours by the assisting work center in support of a primary work center.

i. Support of a repairable item processing through the IMA.

j. Incorporation of technical directives (TDs) and associated maintenance actions.

k. Collection of Subsystem Capability and Impact Reporting (SCIR) data.

l. Removal and replacement of repairable components in end items.

m. Removal or installation of components for mission configuration changes designated by the ACC/TYCOM, for example, removal or installation of buddy stores in compliance with ACC/TYCOM directives.

n. Record of ordering and issue of repairable components, subassemblies, and parts.

o. Troubleshooting man-hours.

p. Accumulated man-hours on jobs closed out due to an aircraft accident.

q. Documentation of preservation and depreservation.

6.2.3 Internal Flow

6.2.3.1 Data Collection Source Document Flow. Figures 6-8 and 6-9 provide a graphic overview of the source documents and information flow within the organizational (O-) level maintenance activities.

6.2.3.2 Organizational Document Flow. Examples of completed VIDS/MAFs are included in this chapter. The VIDS/MAF documentation flow will be carried out in the following manner:

a. Maintenance control/aircrew originates the VIDS/MAF. Maintenance control then removes Copy 2 and forwards it to QA; removes Copy 4 and places it in the Aircraft Discrepancy Book; and forwards Copies 1 and 5 to the appropriate work center. Maintenance control retains Copy 3 on the VIDS board.

b. The work center supervisor screens the VIDS/MAF, enters applicable data, inserts the VIDS/MAF on the VIDS board, and assigns workers to the task.

c. If parts are required, material control requisitions the necessary material after maintenance control assigns the project/priority, enters applicable data on the VIDS/MAF, and returns the VIDS/MAF to the work center. Material control provides applicable data to the work center if parts requirements are communicated.

d. Upon completion of a task, the worker enters applicable data, signs, and submits the VIDS/MAF to the work center supervisor.

e. The work center supervisor screens the VIDS/MAF for accuracy and completeness, notifies maintenance control of work completion, signs, removes and retains Copy 5 for DAR verification, and forwards the VIDS/MAF Copy 1 to maintenance control.

f. Maintenance control screens all VIDS/MAFs, completes appropriate controlling blocks, enters appropriate data on logs and records, and forwards the original(s) to QA/A.

g. The analyst collects all completed VIDS/MAFs, prepares the document control form, and forwards documents to the DSF.

h. When a repairable component is removed from the aircraft, the work center initiates an additional VIDS/MAF, enters applicable data, attaches the VIDS/MAF to the component, and

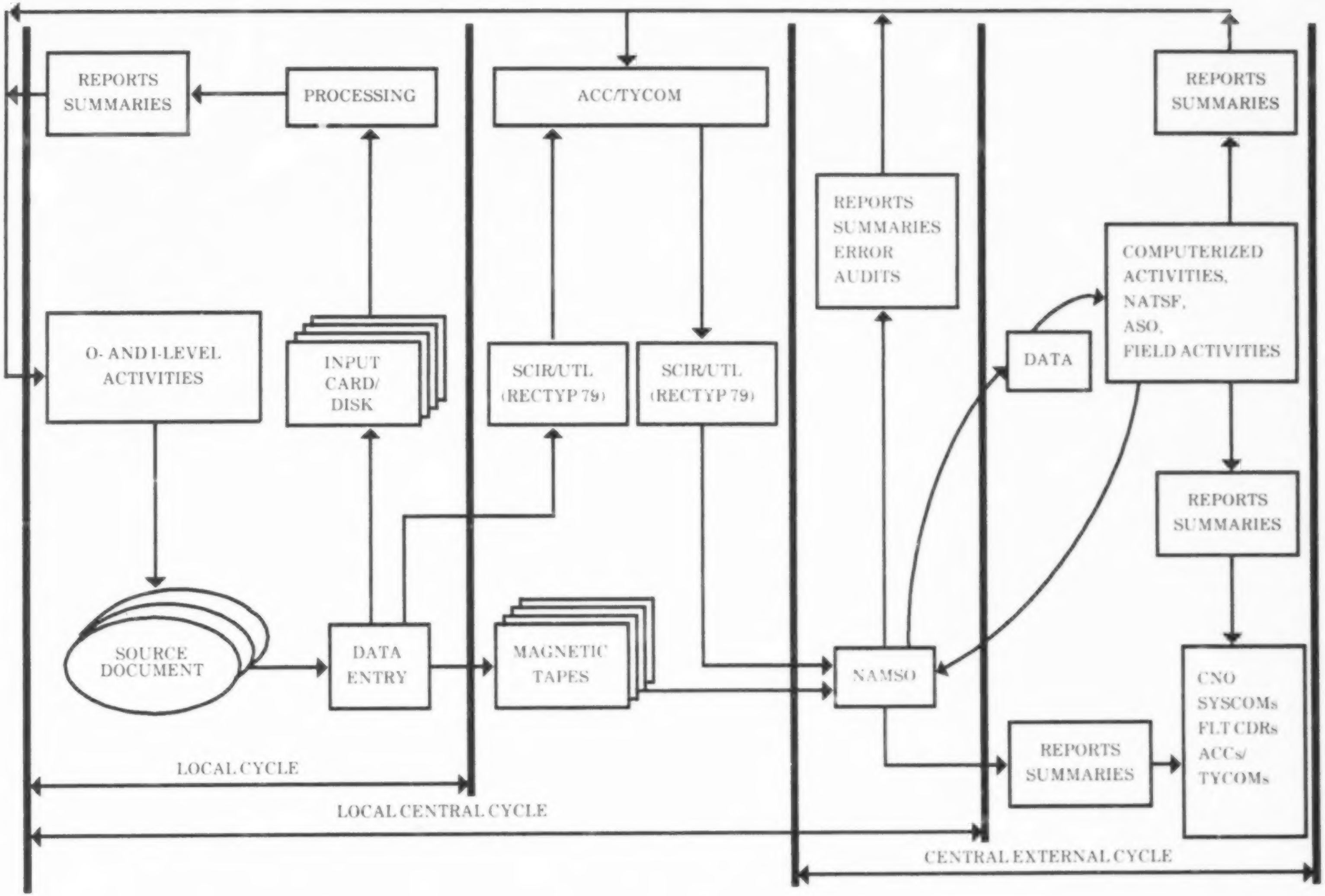

REPORTS SUMMARIES
PROCESSING
ACC/TYCOM
REPORTS SUMMARIES
REPORTS SUMMARIES ERROR AUDITS
COMPUTERIZED ACTIVITIES, NATSF, ASO, FIELD ACTIVITIES
O- AND I-LEVEL ACTIVITIES
INPUT CARD/ DISK
SCIR/UTL (RECTYP 79)
SCIR/UTL (RECTYP 79)
DATA
REPORTS SUMMARIES
SOURCE DOCUMENT
DATA ENTRY
MAGNETIC TAPES
NAMSO
REPORTS SUMMARIES
CNO SYSCOMs FLT CDRs ACCs/ TYCOMs
LOCAL CYCLE
LOCAL CENTRAL CYCLE
CENTRAL EXTERNAL CYCLE

Figure 6-8 Aviation 3M Data Cycles

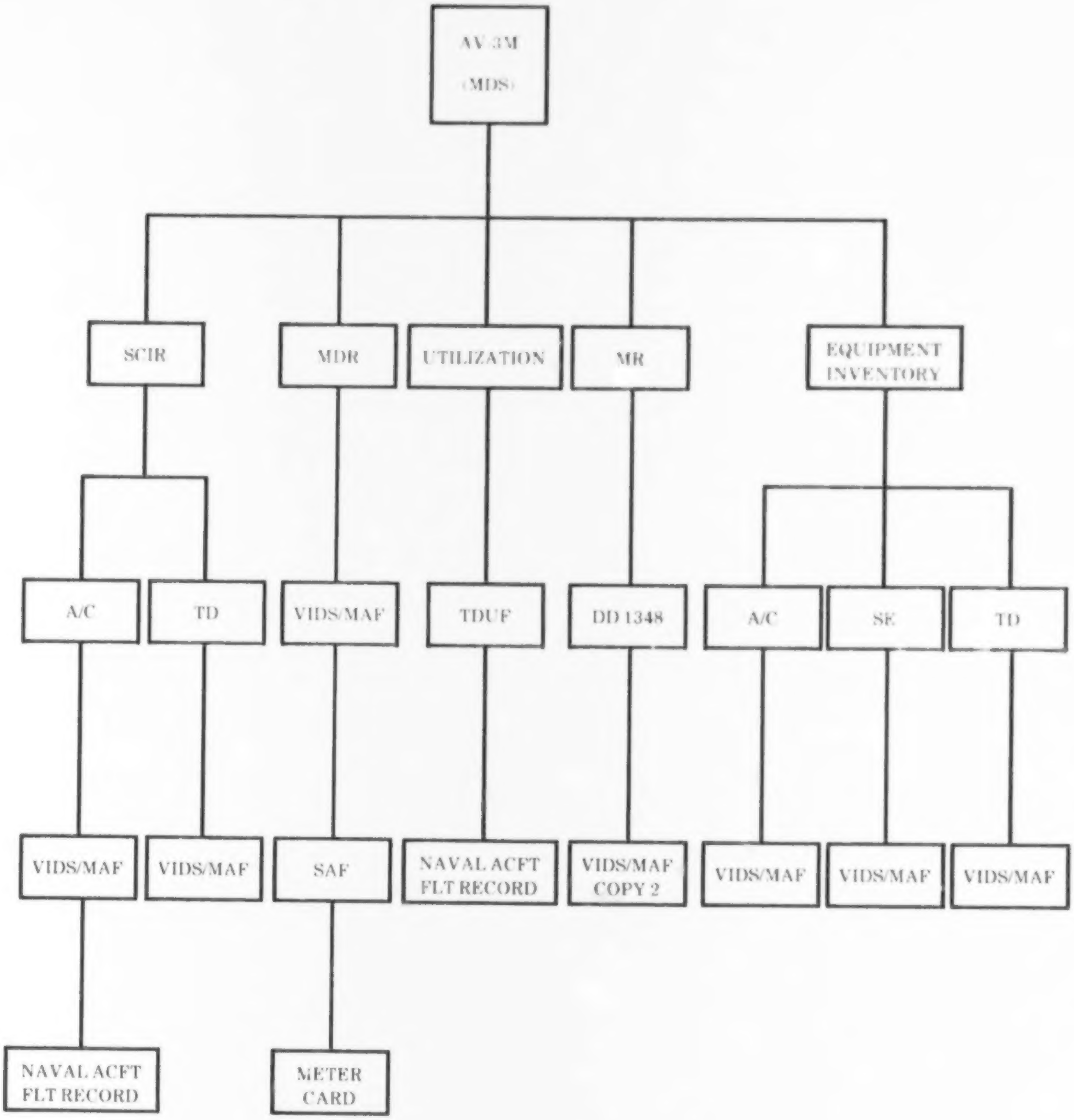

AV-3M
(MDS)
SCIR
MDR
UTILIZATION
MR
EQUIPMENT INVENTORY
A/C
TD
VIDS/MAF
TDUF
DD 1348
A/C
SE
TD
VIDS/MAF
VIDS/MAF
SAF
NAVAL ACFT FLT RECORD
VIDS/MAF COPY 2
VIDS/MAF
VIDS/MAF
VIDS/MAF
NAVAL ACFT FLT RECORD
METER CARD

Figure 6-9 Source Documents

notifies material control that the component is ready for turn-in.

6.2.3.3 Supply Department VIDS/MAF Documentation Flow. The supply support center dispatches someone to the designated pickup point to screen the VIDS/MAF for accuracy and completeness, picks up the defective component, and delivers the component to the screening unit of the IMA.

6.2.4 Data Block Description. This section describes the data blocks used in documenting maintenance actions on the VIDS/MAF (Figure 6-11). It also contains an explanation of the document numbering system. The codes used to describe the data on this form are found in the appendices of this volume and the applicable work unit code (WUC) manual. Specific data blocks to be used and data block requirements are controlled by the Navy Maintenance Support Office (NAMSO) Maintenance Data Validation Specifications 4790.A7257-01. Refer to paragraphs 6.3 through 6.7 for specific data block application and requirements.

6.2.4.1 Entries Required Signature Block. This section is provided to ensure that historical records are updated in a timely and orderly manner. Required actions will be accomplished prior to forwarding of the VIDS/MAF to data services for data entry. Maintenance control/logs and records personnel will screen all VIDS/MAFs, check appropriate blocks, and enter name/rate in the signature portion of the Entries Required block to certify that no entries are required, or all applicable logs/records have had appropriate entries made.

6.2.4.2 Local Use Block. This block may be used as desired.

6.2.4.3 Reference Block. Enter the supply reference to aid the Material Control Division in requisitioning the failed or required material.

6.2.4.4 Accumulated Work Hours Block.

6.2.4.4.1 Name/Shift. Enter the name/shift of personnel performing the work.

6.2.4.4.2 Tool Box (tool container inventory verification). Upon return to the work center a sight inventory of the tool container(s) shall be conducted by the work center supervisor/quality assurance inspector and initialed or stamped to the right of the tool container number as shown in the following example:

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	M HRS	ELPSD M/T
MUSIL	6 S/	9101	1¦3	1¦3
PIE'			1¦3	
PROFFER	3 S/	9102	1¦7	1¦7
DEVALL			1¦7	

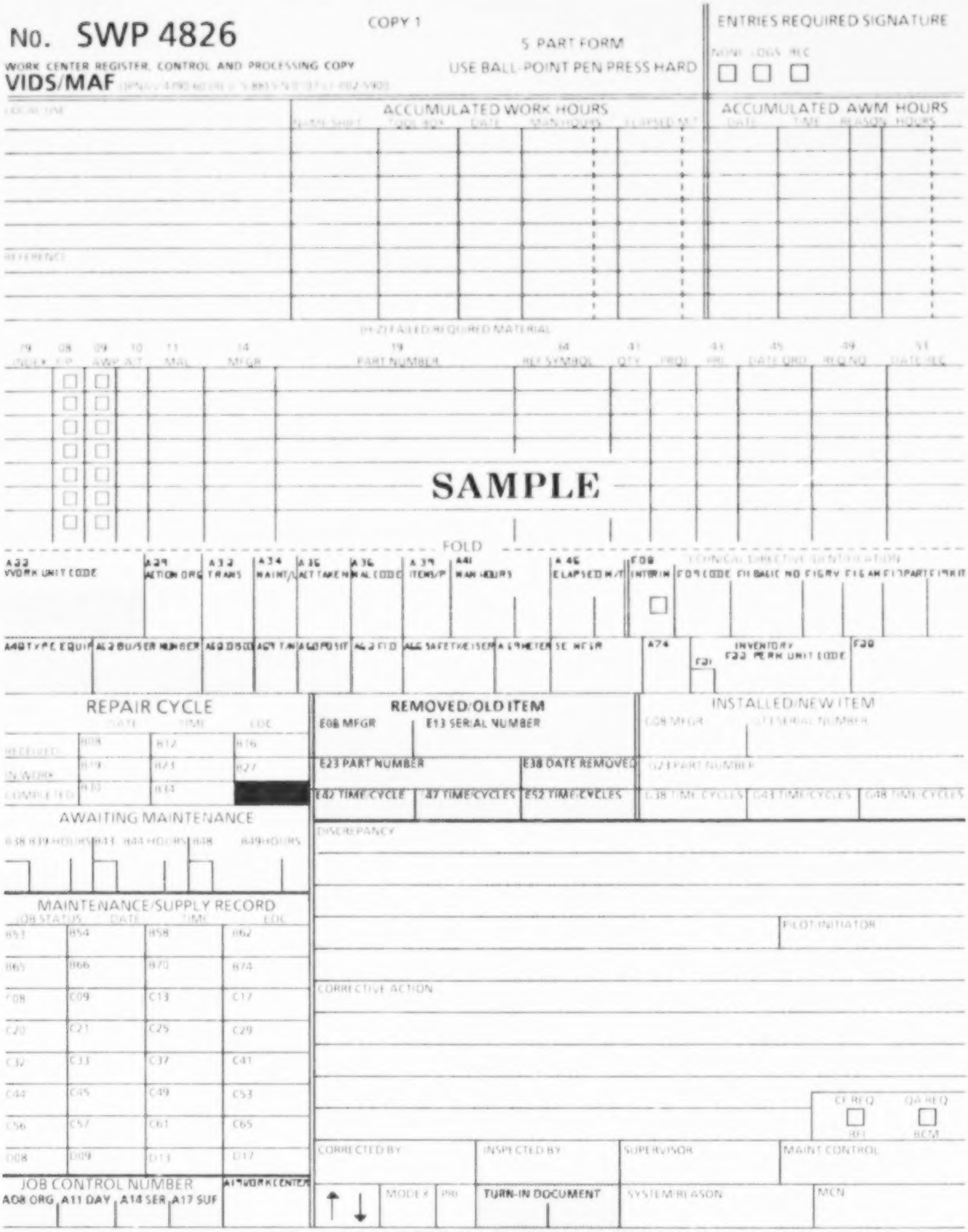
6.2.4.4.3 Date. Enter the Julian date on which the action takes place.

6.2.4.4.4 Man-hours. Enter the number of man-hours that were expended to correct the discrepancy (in hours and tenths).

6.2.4.4.5 Elapsed Maintenance Time (EMT). Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job, for example, if three persons worked together for 2.5 hours to make a repair, the total man-hours would be 7.5 and the EMT would be 2.5 hours.

6.2.4.5 Accumulated Awaiting Maintenance (AWM) Hours Block. This block shall be used to record AWM hours accumulated during the SCIR related time of the discrepancy. This block is best used by recording the beginning date and time of the AWM period with the proper AWM reason code. At the end of the AWM period, calculate the accumulated AWM hours and enter in the hours section of this block. AWM codes are listed in Appendix N.

6.2.4.6 (H-Z) Failed/Required Material Block. This section will be used to document a failed part without an Awaiting Parts (AWP) situation, a failed part and an AWP situation occurring simultaneously, an AWP situation without a failed part, and a supply request only, with no failed part or AWP situation. A failed part and an AWP situation occurring simultaneously and an AWP situation without a failed part will only be documented at intermediate (I-level) maintenance activities. The supply request only will not have an index letter in block 79 (Figure 6-12). This section will



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	51 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE | A29 ACTION ORG | A32 TRANS | A34 MAINT/L | A35 ACT TAKEN | A36 MAL CODE | A39 ITEMS/P | A41 MAN HOURS | A46 ELAPSED M/T | F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 RV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP | A52 BU/SER NUMBER | A60 DISCD | A61 TM | A62 POSIT | A63 FID | A66 SAFETY/EI SER | A69 METER | SE MFGR | A74 | F21 | INVENTORY F22 PERM UNIT CODE | F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG | A11 DAY | A14 SER | A17 SUF

A19 WORK CENTER

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PILOT/INITIATOR

CORRECTIVE ACTION

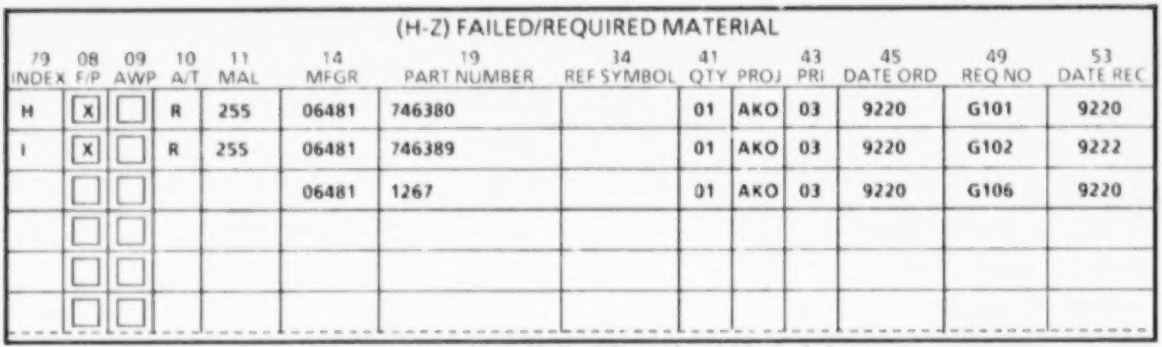
CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-11 VIDS/MAF (OPNAV 4790/60)



(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	R	255	06481	746380		01	AKO	03	9220	G101	9220
I	☒	☐	R	255	06481	746389		01	AKO	03	9220	G102	9222
	☐	☐			06481	1267		01	AKO	03	9220	G106	9220
	☐	☐											
	☐	☐											
	☐	☐											

Figure 6-12 (H-Z) Failed/Required Material

also be used for engine identification and subsequent failed parts reporting against the identified engine, for example, repairable components that are integral part of the basic engine (excluding propellers but including the T56/T76 gear box) or receive their primary source of power from the basic engine.

NOTE

> When additional space is required in the Accumulated Work Hours, Accumulated AWM Hours, or (H-Z) Failed/Required Material blocks, locally reproduce the VIDS/MAF (OPNAV 4790/60), in the same format, from the annotated "fold line" to the top of the form. Ensure that the VIDS/MAF document number, located in the upper left hand corner of the form, is eradicated/left blank since the document number on the initial form will be used during data entry operations.

6.2.4.6.1 Block 79 Index. Enter letters H - Z. These letters represent a specific record type to be extracted from the VIDS/MAF by the DSF for failed parts, AWP, and engine identification reporting. Index letters H - Z shall be assigned to block 79 in alphabetical order. This allows the 19 most significant failed parts to be reported against a specific maintenance action, for example, assignment of index H in block 79 indicates the first failed part record, Z indicates the last and 19th failed parts record against the maintenance action. The purpose of block 79 is to flag engineering data items only, not supply usage data. Therefore, only significant failed parts will be annotated with H - Z in this block, such as, those items which are known or suspected to have contributed to the discrepancy reported in the discrepancy block of the VIDS/MAF.

6.2.4.6.2 Block 08 F/P (Failed Parts). Enter an (x) to denote a failed part if the failed material or parts replaced during the repair are piece parts that have failed in a major component. Common hardware, nuts, screws, safety wire, seals, gaskets, washers, fittings, etc., that are routinely replaced during a maintenance action will be documented only if their failure is known or suspected to have contributed to the discrepancy. Data blocks 79 through 41 must be documented to indicate failed parts information.

NOTE

> Pre-expended bin (PEB) items such as common hardware, nuts, bolts, screws, safety wire, seals, gaskets, fittings, and washers that are routinely replaced during a maintenance action that DO NOT contribute to the discrepancy, will be listed in blocks 14 through 53 for material ordering purposes only. Data blocks 79, 08, 09, 10, and 11, will be left blank. Do not document items available in the PEB (only those items that are not in stock for material ordering purposes) unless PEB items caused the failure or were suspected of contributing to the discrepancy.

6.2.4.6.3 Block 09 AWP (Awaiting Parts). Leave blank. (Used at I-level only.)

6.2.4.6.4 Block 10 A/T (Action Taken Code). Enter the one-character alpha or numeric code which describes the action taken against the removed module, subassemblies, or significant failed parts required. Action taken codes are listed in Appendix E. For engine identification, enter O for installed, P for uninstalled, or S for removal and reinstallation.

6.2.4.6.5 Block 11 MAL (Malfunction Description Code). Enter the code that best describes the malfunction occurring within the removed subassembly. Malfunction description codes are listed in Appendix I. For engine identification, enter 000.

6.2.4.6.6 Block 14 MFGR (Manufacturer's Code). Enter the manufacturer's code of failed part or required material. For engine identification, enter the engine TEC followed by the numeric digit indicating the engine position.

6.2.4.6.7 Block 19 PART NUMBER. Enter the manufacturer's part number of the failed or required material. For engine identification, enter the engine serial number and the engine time (prefixed with an E). Use time since overhaul if known, otherwise use time since new (whole hours only).

6.2.4.6.8 Block 34 REF SYMBOL (Reference Symbol). Leave blank. (Used at the I-level only).

6.2.4.6.9 Block 41 QTY (Quantity). Enter the quantity of failed or required material. For engine identification, enter 0.

6.2.4.6.10 PROJ (Project). Enter project code as applicable.

6.2.4.6.11 Block 43 PRI (Priority). Enter the Military Standard Requisitioning and Issue Procedures (MILSTRIP) priority assigned to the material requisition.

6.2.4.6.12 Block 45 DATE ORD (Date Ordered). Enter the Julian date the material was requisitioned.

6.2.4.6.13 Block 49 REQ NO (Requisition Number). Enter the MILSTRIP requisition number of the material required to complete the maintenance action.

6.2.4.6.14 Block 53 DATE REC (Date Received). Enter the Julian date that requisitioned material is received.

6.2.4.7 Block A22 WORK UNIT CODE. Enter the WUC that identifies the system, subsystem, or component on which work is being performed. In cases where removed repairable components do not have a WUC assigned, use the five {D} character not otherwise coded (NOC) code provided by the system, or component. A consumable item replaced on a VIDS/MAF should reflect the system or next higher assembly (NHA) code. {A} Enter the work unit code assigned to the cartridges (CARTs), cartridge actuated devices (CADs), or aircrew escape propulsion system (AEPS) device located in the work unit code manual.

NOTE

Support Action Codes 030 (inspection), and 049 (preservation and depreservation) are used on the VIDS/MAF as the WUC for conditional, acceptance, transfer, preservation, and depreservation.

6.2.4.8 Block A29 ACTION ORG (Action Organization). Enter the organization code of the organization accomplishing the work. Organization codes are listed in NAMSO 4790.A7065-01 report.

6.2.4.9 Block A32 TRANS (Transaction Code). Enter the two-character numeric transaction code used to identify the type of data being reported. Appendix P contains a complete list of these codes with definitions.

6.2.4.10 Block A34 MAINT/L (Maintenance Level). Enter the level of maintenance (1 thru 3) which is performed (not necessarily the level assigned to the activity).

6.2.4.11 Block A35 ACT TAKEN (Action Taken Code). Enter the one-character alpha or numeric code that describes the action that has been taken. This code describes what action has been performed on the item identified by the WUC. Action Taken Code A (discrepancy checked, no repair required) is used only in those cases where an inspection or operational check has been performed and the reported trouble cannot be duplicated or does not exist. In such cases use the Malfunction Description Code 799 (no defect). Adjustments made to peak a system which is within tolerances may use this code with the appropriate malfunction code, for example, A-127, A-281, A-282. A consumable item replaced on a VIDS/MAF should reflect the system or NHA code only in block A22 (WUC) and Action Taken Code B or C in block A35. Action Taken Code R should be used in block 10 (H-Z Failed/Required Material) for parts replaced. Action taken codes are in Appendix E.

NOTE

The TD status code is a single-character alpha code used to indicate the status of compliance with a TD. This code applies to block A35 (action taken) of the VIDS/MAF when reporting TD status. These codes are in Appendix J.

6.2.4.12 Block A36 MAL CODE (Malfunction Description Code). Enter the three-character alpha/numeric code used to describe the malfunction which caused the maintenance action on the item described by the WUC. These codes are divided into three logical groups to assist personnel in finding the most applicable code as follows (Malfunction description codes are contained in Appendix I):

a. Conditional (no fault) Group. These codes are used when a nondefective item is removed, or when the defect or malfunction is not the fault of the item in question.

b. Reason for Removal Group. These codes are used to generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.

c. Reason for Failure Group. These codes are used to generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.

6.2.4.13 Block A39 ITEMS/P (Items Processed). Enter the number of times that an action, indicated by an action taken code, is applied to the item identified by the WUC recorded on a VIDS/MAF. For example, since the fuel nozzle of a jet engine has a WUC, replacement of five fuel nozzles would be documented as five items processed. In contrast, replacement of several transistors in an electronic assembly would be documented as one item processed, with the WUC identifying the electronic assembly being repaired and the action taken code indicating repair. VIDS/MAFs submitted for close outs by work centers at the end of, or during a reporting period will indicate 0 items processed. The items processed block is limited to two characters. If the count exceeds 99, an additional form must be prepared and submitted.

6.2.4.14 Block A41 MANHOURS. Entries in the Manhours block represent all man-hours expended by assigned personnel to complete the work described on the source document as defined in Appendix C. Hours and tenths worked, multiplied by the number of men working, equals total man-hours. Entry in the Manhours block does not include labor hours for any work center other than the one submitting the document. For example, if two work centers jointly correct a discrepancy (same job control number (JCN)) on the same aircraft or equipment, workers from each work center submit a source document with that particular work center's labor hours in the Manhours block. To convert minutes to hours and tenths, use the following example:

MINUTES	TENTHS	MINUTES	TENTHS
1-2	0.0	33-38	0.6
3-8	0.1	39-44	0.7
9-14	0.2	45-50	0.8
15-20	0.3	51-56	0.9
21-26	0.4	57-60	1.0
27-32	0.5		

6.2.4.15 Block A45 ELAPSED M/T (Elapsed Maintenance Time). Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example, if three persons worked together for 2.5 hours to make a repair, the total man-hours (block A41) would be 7.5 hours and the EMT would be 2.5 hours.

6.2.4.16 TECHNICAL DIRECTIVE IDENTIFICATION (blocks F08 through F19). Enter the 12 or 13 characters that identify the specific TD incorporated or being incorporated in the type equipment identified in block A48. This block is divided into seven sections and the data will be entered in each section as follows:

a. Block F08 INTERIM. Enter an X to indicate an interim TD; otherwise leave blank.

b. Block F09 CODE. Enter the two-character numeric code that denotes the type of directive being incorporated. TD codes are in Appendix L.

c. Block F11 BASIC NO. Enter the four numeric characters identifying the basic TD, preceded by zero(s) to complete the field.

d. Block F15 RV (Revision). Enter the one alpha character that denotes the specific revision of the basic TD. Leave blank if not applicable.

e. Block F16 AM (Amendment). Enter the one numeric amendment number of the basic TD. Leave blank if not applicable.

f. Block F17 PART. Enter the two-character numeric part number as listed in the TD. Leave blank if not applicable.

g. Block F19 KIT. Enter the two-character alpha/numeric number of the specific kit incorporated. If no kit is required, enter 00 in this section.

6.2.4.17 Block A48 TYPE EQUIP (Type Equipment Code). Enter the TEC that describes the end item on which work is being performed. TEC structuring is explained in Appendix Q. Specific TECs are listed in NAMSO 4790.A7210-03 report.

6.2.4.18 Block A52 BU/SER NUMBER (Bureau/Serial Number). Enter the bureau or serial number of the equipment or end item on which work is being performed. If more than six digits, enter the last six; if less than six digits, prefix with sufficient zeros to total six characters. This block must not be blank. Enter 0 in this block when using the VIDS/MAF to document work on groups of like items, for example, jacks, stands, common aeronautical equipment, or items not identified by bureau/serial number. In cases of on-equipment work at the O-level for personal survival equipment, enter the first letter of the aircrewman's first and last name and the last four digits of the social security number.

6.2.4.19 Block A58 DISCD (When Discovered Code). The when discovered code is a single alpha character that identifies when the need for maintenance was discovered. These codes are applicable to the VIDS/MAF only. The three sets of when discovered codes that cover the equipment categories follow:

a. Aircraft and engines.

b. SE, precision measuring equipment, and expeditionary airfield .

c. Missiles/missile targets.

6.2.4.20 Block A59 T/M (Type Maintenance Code). Enter the one-character alpha or numeric code used to describe the type of work being accomplished, for example, scheduled, unscheduled, supply support. Definitions and explanations of these codes are in Appendix H.

6.2.4.21 Block A60 POSIT (Position Sensitive Indicators (PSIs)). PSIs are used to evaluate performance/logistics characteristics between identical components. PSIs are included in the applicable WUC manuals (NA01-xxx-8 series) and are identified by a double asterisk (**) preceding the WUC. When a component has been identified in the WUC manual as position sensitive, it will be mandatory that the PSI be documented in block A60 of the VIDS/MAF. These identifiers are divided into two groups as described in the following paragraphs.

6.2.4.21.1 General Position Codes. A two digit alphanumeric code which indicates a specific location by use of plain language:

a. LH/RH - Indicates left-hand or right-hand installation such as main landing gear components, tires, side by side cockpit components, etc.

b. FW/AF - Indicates fore and aft positions such as tandem cockpit components.

c. UP/LW - Indicates upper or lower positions such as anticollision lights or antennas.

d. PR/SC/AL - Indicates primary, secondary, or alternate positions such as hydraulic components or multiple avionics component installations.

e. 01, 02, 03, 04, etc. - Indicates positions using a sequential numbering system, such as helicopter rotor dynamic components, or a numbering system used to identify the position of fuel nozzles on a gas turbine engine.

6.2.4.21.2 Specific Position Codes. A two digit alphanumeric code which indicates a specific location using alpha/numeric sequencing:

a. A1 - Bleed Valve, Stg 5, 2 o'clock, #1 engine.

b. B1 - Bieed Valve, Stg 5, 4 o'clock, #1 engine.

c. A2 - Bleed Valve, Stg 5, 2 o'clock, #2 engine.

d. B2 - Bleed Valve, Stg 4, 4 o'clock, #2 engine.

6.2.4.22 Block A62 FID (Fault Isolation Detection). Leave blank, reserved for future use. (Under development.)

6.2.4.23 Block A65 SAFETY/EI SER (Safety or Engineering Investigation Serial Number). Enter the locally assigned four digit control number from the Naval Aviation Maintenance Discrepancy Reporting Program report control number.

6.2.4.24 Block A69 METER. This block is mandatory when TECs for on-equipment work is G, H, or S and maintenance level is 1.

6.2.4.25 SE MFGR. Leave blank.

6.2.4.26 Block A74. Leave blank (reserved for future expansion).

6.2.4.27 Block F21 Inventory Code. Enter the one digit inventory code that describes the status of the aircraft during the transaction (Appendix F).

6.2.4.28 Block F22 PERM UNIT CODE (Permanent Unit Code (PUC)). Enter the six digit PUC of the organization completing the transaction.

6.2.4.29 Block F28. Leave blank (reserved for future expansion).

6.2.4.30 Repair Cycle Blocks

6.2.4.30.1 Received Block

a. Block B08 Date. Enter the Julian date the discrepancy was reported.

b. Block B12 Time. Enter the time the discrepancy was reported.

c. Block B16 EOC (Equipment Operational Capability Code). Enter the appropriate EOC code that describes the degradation of the aircraft's mission capability.

6.2.4.30.2 In Work Block

a. Block B19 Date. Enter the Julian date work was begun on the discrepancy.

b. Block B23 Time. Enter the time work was begun on the discrepancy.

c. Block B27 EOC. Enter the appropriate EOC code that describes the degradation of the aircraft's mission capability.

6.2.4.30.3 Completed Block

a. Block B30 Date. Enter the Julian date maintenance action was completed.

b. Block B34 Time. Enter the time the repair action was completed.

6.2.4.31 Blocks B38 - B49 Awaiting Maintenance Reason and Hours Blocks. Enter the applicable AWM hours and reason codes for SCIR related maintenance actions. These blocks will be filled out at the end of the maintenance action or upon close out. Order of significance may be determined by local policy.

6.2.4.32 Maintenance/Supply Record blocks are as follows:

a. Blocks B53 - D08 Job Status. Enter the proper alpha character prefix for any change in status. The alpha characters M (Maintenance) and S (Supply) shall be used. As an example, the prefix S will be used when maintenance is halted due to awaiting parts. The prefix M will be used to indicate the end of an AWP status or a change in mission capability.

b. Blocks B54 - D09 Date. Enter the Julian date the S or M situation begins.

c. Blocks B58 through D13 Time. Enter the time the S or M situation begins.

d. Blocks B62 - D17 EOC. Enter the appropriate EOC code that describes the degradation to the aircraft's mission capability.

6.2.4.33 Removed/Old Item Blocks. Blocks E08 - E52. These blocks are completed on the VIDS/MAF when a repairable component is removed from the end item or major component on which work is being performed. Enter the manufacturer's code, serial number, and part number {A} or lot number for the CARTs, CADS, or AEPS device. If the part number is more than 15 characters, enter the last 15. In block E38, enter the Julian date the repairable component is removed from the equipment. In block E42, enter the time/cycle, preceded by an alpha character as listed in Appendix G. In block E47, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, or if the item fails after the warranty expiration date, no W entry should be made since the item is no longer under warranty. In block E52, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

6.2.4.34 Installed/New Item Blocks. Blocks G08 G48. These blocks are completed on the VIDS/MAF when a repairable component is installed on the end item or major component on which work is being performed. Enter the manufacturer's code, serial number, and part number {A} or lot number for the CARTs, CADs, or AEPS device. If the part number is more than 15 characters, enter the last 15. In block G38, enter the time/cycle preceded by an alpha character listed in Appendix G. In block G43, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length and expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, no W entry should be made since the item is no longer under warranty. In block G48, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

NOTE

Removed/Installed Item blocks shall be completed when recording cannibalization actions, or when Action Taken Code P, Q, or R is used.

6.2.4.35 DISCREPANCY. Enter a narrative description of the reported discrepancy.

6.2.4.36 PILOT/INITIATOR Block. The name and rank/rate of originator of the discrepancy is printed in this block.

6.2.4.37 CORRECTIVE ACTION. Enter a narrative description of the action taken to correct the discrepancy.

6.2.4.38 CF REQ/RFI Block. This is a dual purpose block for use by the O- and I-level activities. The O-level activity will enter an (x) if a check flight is required after completion of the maintenance action. The I-level activity will enter an (x) if the repair action is ready for issue (RFI).

6.2.4.39 QA REQ/BCM Block. This is a dual purpose block for use by the O- and I-level activities. The O-level activity will enter an (x) if the maintenance action requires a quality assurance representative (QAR) inspection. (Not applicable to CDI inspections.) The I-level activity will enter an (x) if the repair action is beyond capability of maintenance (BCM).

6.2.4.40 CORRECTED BY Block. The signature and rate of the worker or crew leader who performs the maintenance action is entered in this block.

6.2.4.41 INSPECTED BY Block. The signature and rate of the QAR or CDI who inspects the job for proper standards is entered in this block.

6.2.4.42 SUPERVISOR Block. The signature and rate of the work center supervisor or assistant is entered in this block to indicate that screening has been performed and that the QA and Tool Control Program requirements have been complied with.

6.2.4.43 Maint Control Block. The signature and rate of the individual clearing the discrepancy from the VIDS board is entered in this block.

6.2.4.44 JOB CONTROL NUMBER (JCN) Blocks A08 - A17. Enter the assigned JCN as per paragraph 2.1.6.7. In the case of a maintenance action being performed on transient aircraft (Navy or nonNavy), the first three positions, block A08, are always the organization code of the aircraft reporting custodian.

NOTE

> For subcustody SE in the custody of another department that requires repair by the aircraft intermediate maintenance department (AIMD) the JCN will be assigned by the AIMD production control, reflecting the AIMD organization code.

6.2.4.45 Block A19 WORK CENTER. Enter the code of the work center performing the maintenance action described on the VIDS/MAF. Work center codes are listed in Appendix D.

6.2.4.46 UP/DOWN Arrow. Circle as appropriate to indicate equipment status.

6.2.4.47 MODEX. For local use.

6.2.4.48 PRI. Used by I-level to assign workload priorities.

6.2.4.49 TURN-IN DOCUMENT Block. Enter the Julian date and requisition document number on which the specific item was ordered from the Failed/Required Material blocks 45 and 49, to assist in local supply control.

6.2.4.50 SYSTEM/REASON Block. Included for future use by NALCOMIS.

6.2.4.51 MCN (MAF Control Number) Block. Included for future use by NALCOMIS.

6.3 Aircraft Inventory Reporting System (AIRS). Maintenance control personnel will read and become familiar with the contents of this section and OPNAVINSTs 5442.2E (NOTAL) and 3710.7M (NOTAL).

6.3.1 AIRS Definition and Terms. This system provides the reporting custodian with a list of assets on hand and a ready reference of which aircraft require SCIR. All aircraft (Navy/Marine) listed in OPNAVINST 5442.4L (NOTAL) require SCIR reporting. The following terms are used throughout this section in describing how to document inventory transactions.

6.3.1.1 ACC. The ACC is the activity responsible for fleet distribution and management of assets.

6.3.1.2 Reporting Custodian. The reporting custodian is the activity having primary custody of the aircraft. The reporting custodian is responsible for maintenance and readiness reporting on the aircraft.

6.3.1.3 Equipment Master Roster (E-00). E-00 is a listing, by reporting custodian, of all assets on hand that require SCIR/utilization reporting. The E-00 is updated and published monthly by the DSF. The E-00 will be kept current by maintenance control to reflect those inventory and status changes that have occurred during the reporting period.

6.3.1.4 Inventory Codes. Inventory codes define the reporting requirements and current status of aircraft in the inventory reporting system. Inventory codes are in Appendix F.

a. "IN" Material Condition Reporting Status (MCRS) (Inventory Code A). The term "IN" MCRS means that an aircraft is in the inventory reporting system and that it requires SCIR documentation. "IN" MCRS is the normal status of an aircraft.

b. "OUT" Material Condition Reporting Status (Inventory Codes 1-4). The term "OUT" of MCRS means that an aircraft is in the inventory reporting system but does not require SCIR documentation. {D}______________. When an aircraft is placed "OUT" of MCRS, the EOC Code A will be applied to all existing SCIR discrepancies.

6.3.1.5 Transaction Codes. Inventory transactions are described by the transaction codes in Appendix P.

a. Inventory Gain (Transaction Code 00). An inventory gain is the receipt of an aircraft into inventory reporting by a reporting custodian. Aircraft will be gained in any inventory status.

b. Inventory Loss (Transaction Code 03). An inventory loss occurs when a reporting custodian transfers an aircraft or strikes it from naval service. An inventory loss is documented only if the aircraft has previously been gained and is in the inventory system. Aircraft may be lost in any currently assigned inventory status.

c. Change of MCRS (Transaction Code 02). A change of MCRS ("OUT" and "IN") that does not involve a change of reporting custodian.

6.3.2 Inventory Reporting Transaction. Inventory reporting transactions enable aircraft inventory control at both the Fleet Material Support Office and NAMSO, and are necessary inputs to the monthly report of summary data.

6.3.2.1 A VIDS/MAF will be prepared for each reportable incident of inventory change by all reporting custodians supported by a DSF or having access to data entry facilities, and by all nonDSF supported custodians.

6.3.2.1.1 An aircraft inventory VIDS/MAF is required when an aircraft:

a. Is gained (received into unit reporting custody).

b. Is lost from unit reporting custody (transfer or strike).

c. Changes either IN or OUT of MCRS.

6.3.2.1.2 The submission of SCIR inventory data does not relieve the unit of responsibility for timely OPNAV XRAY report submission in accordance with OPNAVINST 5442.2E (NOTAL).

6.3.2.1.3 Flight and mission capability data will be reported by the unit having SCIR inventory control as of the time the incident occurred.

6.3.2.2 {R} To ensure accurate SCIR reporting, all outstanding SCIR related maintenance actions must be changed to reflect an EOC Code of A whenever inventory transactions result in a change of MCRS status to "OUT".

6.3.2.2.1 If an aircraft is lost because of transfer or strike, all outstanding SCIR related maintenance actions {R} as well as nonSCIR maintenance actions with accumulated man-hours must be closed out at the time of transfer or strike and processed through the DSF. For transfer aircraft, all outstanding maintenance actions will be reinitiated by the receiving activity using the Julian date and time as recorded on the aircraft inventory gain VIDS/MAF.

6.3.2.2.2 If an aircraft is placed in an "OUT" of MCRS status {A} as a result of mishap or whatever the reason for its nonavailability, all outstanding SCIR related maintenance actions must be changed to reflect an EOC code of A. This action shall occur at the time of the change in MCRS for maintenance actions in an M or S job status. {R} The use of this special code indicates an aircraft is out of reporting status and does not reflect that aircraft's capability. The AWM time must not be accounted for during the period an equipment out of service or during the period equipment is reported in an EOC code of A. Any SCIR related maintenance actions with valid EOC code hours must be closed out at the end of the current reporting period even though they are EOC coded A at the end of the period. At the time of close out, reinitiation of all SCIR related maintenance actions will be necessary for the forthcoming period using EOC Code A. No further close out of that or those document(s) will be required provided no valid EOC code hours are documented during subsequent reporting periods.

6.3.2.2.3 Forwarding Completed VIDS/MAFs. Reporting custodians, supported by a DSF, will send inventory VIDS/MAFs to QA/A for forwarding to the DSF not later than 0900 on the first working day following the transaction. NonDSF supported light airborne multipurpose system, vertical replenishment, and search and rescue detachments will forward inventory VIDS/MAFs to the parent squadron. If, during the operation at the DSF, a document is found to be incomplete or illegible, it will be returned to the submitting activity for completion or correction. The questionable data elements will be circled in red by the DSF.

6.3.2.2.4 SCIR Inventory Reporting Corrections. Two methods for corrections have been established for inventory transactions which have been processed but are found to be in error. They are as follows:

a. For the correction of PUC (aircraft only), inventory code, and METER (SE only), corrections are made on the daily audit report using audit report correction procedures.

b. For corrections to the action organization, transaction code, TEC, BU/SERNO, time, and date, an entire new transaction must be submitted and the erroneous transaction deleted.

Aircraft Inventory Gain (Figure 6-21)

Figure 6-21 is an example of a VIDS/MAF documented when reporting an aircraft "Gain" This VIDS/MAF will be prepared by maintenance control upon receipt of an aircraft into the unit's reporting custody and concurrently with the OPNAV XRAY report reflecting the gain. Maintenance control will also update the E-00 to reflect the receipt and inventory status of the aircraft.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - Transaction code; must be 00 (Appendix P).

A48 - Enter the TEC for the aircraft being processed.

A52 - Enter the BUNO of the aircraft being gained. If there are fewer than six characters, prefix the number with zeros until there are six.

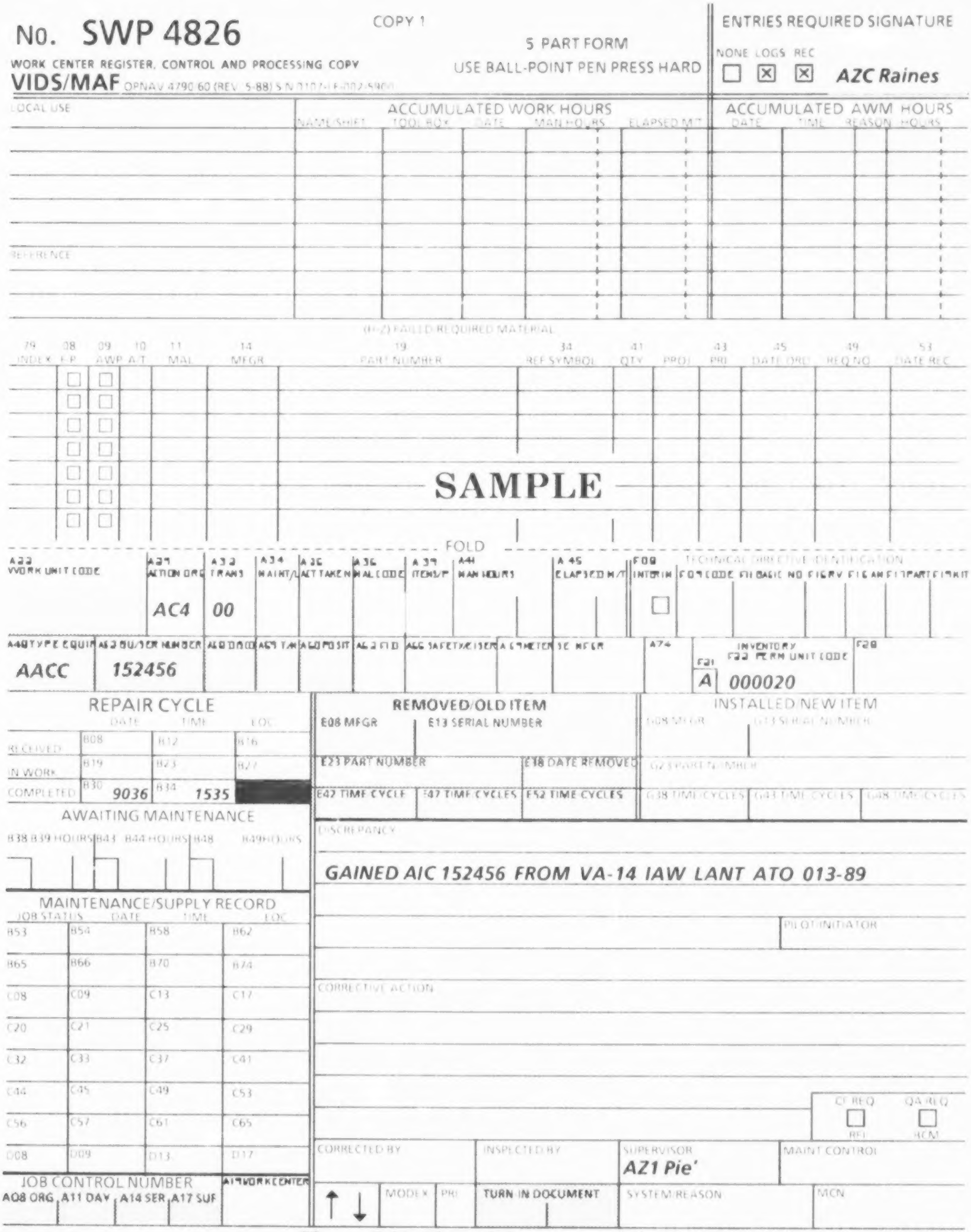
F21 - Enter the inventory code that describes the {R} MCRS (Appendix F).

F22 - Enter the PUC that identifies the unit reporting the gain.

B30 and B34 - Enter the Julian date of the transaction and the hour and minute of actual receipt of the aircraft for gains. For the purposes of SCIR inventory reporting, aircraft are reported "gained" by date and time.

DISCREPANCY - Enter the narrative description of the gain.

SUPERVISOR - Enter the appropriate signature and rate.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZC Raines

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P ☐ | 09 AWP ☐ | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
	AC4	00							☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 DISCD	A61 TM	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AACC	152456									A	000020	

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 9036	B34 1535	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER: A08 ORG | A11 DAY | A14 SER | A17 SUF | A19 WORK CENTER

REMOVED/OLD ITEM: E08 MFGR | E13 SERIAL NUMBER | E23 PART NUMBER | E38 DATE REMOVED | E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM: G08 MFGR | G13 SERIAL NUMBER | G23 PART NUMBER | G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

GAINED AIC 152456 FROM VA-14 IAW LANT ATO 013-89

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR AZ1 Pie' | MAINT CONTROL

↑ ↓ | MODEX | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-21 Aircraft Inventory Gain

Aircraft Inventory Loss (Transfer or Strike) (Figure 6-23)

Figure 6-23 is an example of a VIDS/MAF documented when reporting a "loss" of an aircraft. This VIDS/MAF will be prepared by maintenance control when the unit loses reporting custody of the aircraft in accordance with an aircraft transfer order, that is, upon receipt of the OPNAV XRAY report reflecting the change of reporting custody, or upon strike. Maintenance control will also update the E-00 to reflect the loss of the aircraft.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - Transaction code ; must be 03 (Appendix P).

A48 - Enter the TEC for the aircraft being processed.

A52 - Enter the BUNO of the aircraft being lost. If there are fewer than six characters, prefix the number with zeros until there are six

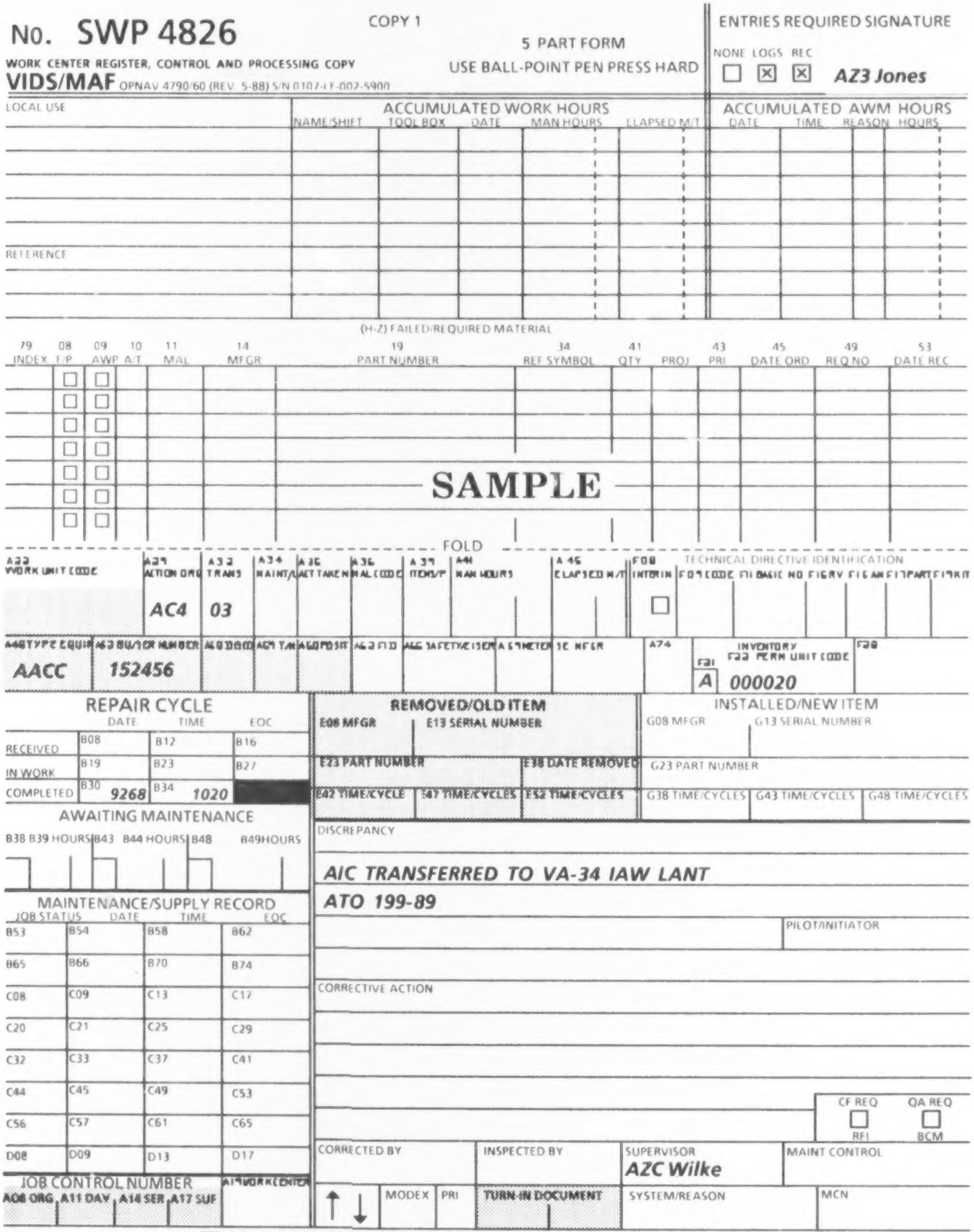
F21 - Enter the inventory code assigned to the aircraft at the time of loss (Appendix F).

F22 - Enter the PUC that identifies the unit reporting the loss.

B30 and B34 - Enter the Julian date of the action recorded on the OPNAV XRAY report originated by the receiving activity (if stricken, enter the Julian date of action from the OPNAV XRAY reporting the strike) and the hour and minute of actual loss of the aircraft. Losses appear for SCIR reporting purposes on the same day and time as does the gain by the receiving unit.

DISCREPANCY - Enter the narrative description of the loss.

SUPERVISOR - Enter the appropriate signature and rate.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Jones

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE

A29 ACTION ORG: AC4

A32 TRANS: 03

A34 MAINT/L, A35 ACT TAKEN, A36 MAL CODE, A37 ITEMS/P, A41 MAN HOURS, A45 ELAPSED M/T

F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A46 TYPE EQUIP: AACC

A50 BU/SER NUMBER: 152456

A74

INVENTORY: F21 A, F22 PERM UNIT CODE 000020

F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 9268	B34 1020	

AWAITING MAINTENANCE

B38 B39 HOURS, B43 B44 HOURS, B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER: A08 ORG, A11 DAY, A14 SER, A17 SUF

A19 WORK CENTER

REMOVED/OLD ITEM: E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLE, E47 TIME/CYCLES, E52 TIME/CYCLES

INSTALLED/NEW ITEM: G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G43 TIME/CYCLES, G48 TIME/CYCLES

DISCREPANCY

AIC TRANSFERRED TO VA-34 IAW LANT

ATO 199-89

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR AZC Wilke

MAINT CONTROL

↑ ↓ MODEX, PRI, TURN-IN DOCUMENT, SYSTEM/REASON, MCN

Figure 6-23 Aircraft Inventory Loss (Transfer or Strike)

Aircraft Change in MCRS Status (Figure 6-25)

Figure 6-25 is an example of a VIDS/MAF documented when reporting an aircraft inventory status change. An inventory change transaction VIDS/MAF will be prepared and submitted by maintenance control whenever assigned aircraft inventory status changes. Refer to Appendix F for the appropriate status code. Maintenance control will also update the E-00 to reflect the change of aircraft inventory status. {A} Aircraft are considered to be "IN" MCRS if assigned OPNAV XRAY Status Codes A series; B10 through B80, BH0, BJ0, BK0, BL0 and BM0; and when undergoing depot repairs while in the physical custody of the operating activity, status codes H3A, HCA, H31, HC1 and G30. All others are considered in an "OUT" MCRS.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - Transaction code; must be 02 (Appendix P).

A48 - Enter the TEC for the aircraft being processed.

A52 - Enter the BU/SERNO of the aircraft being reported. If there are fewer than six characters, prefix the number with zeros until there are six.

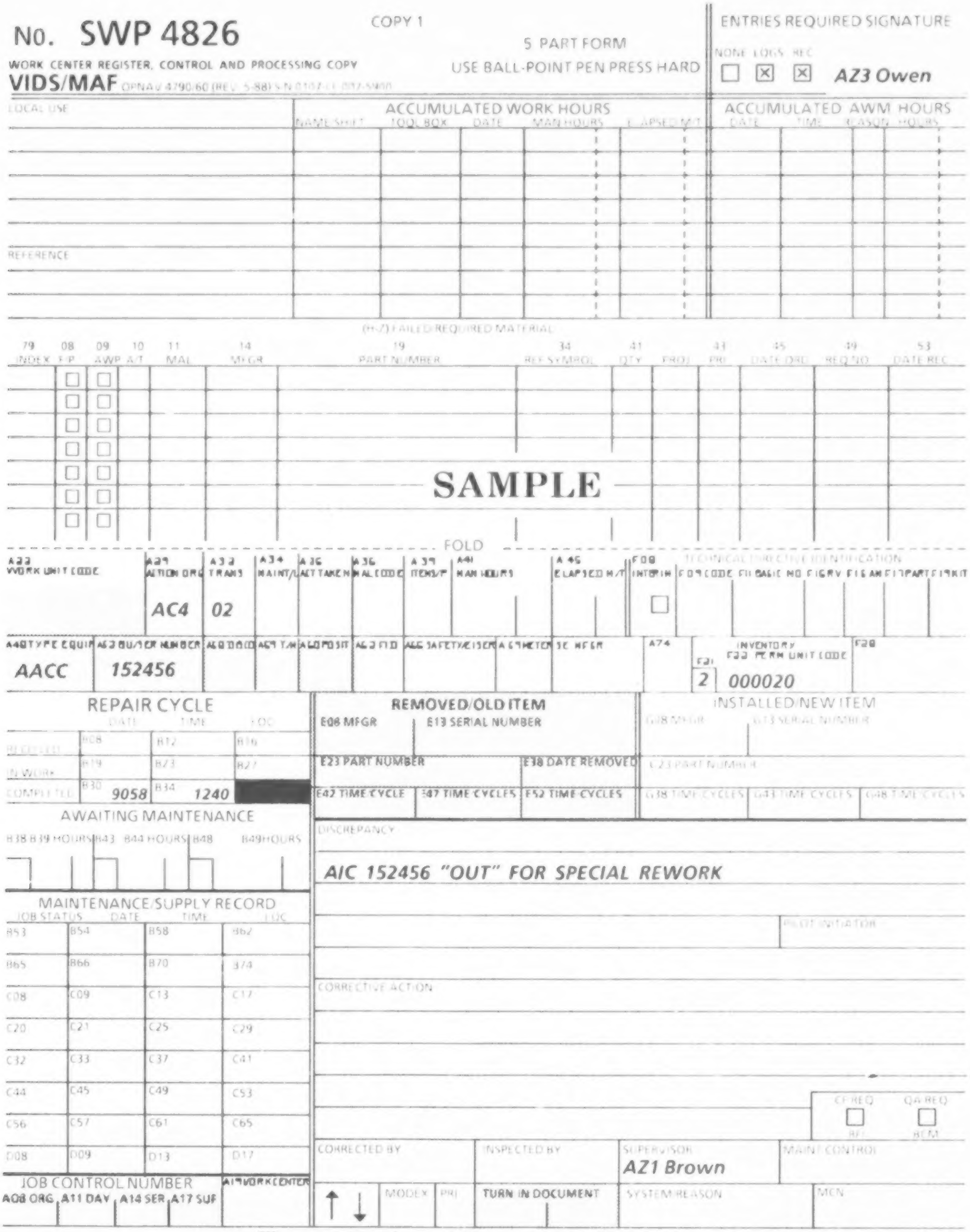
F21 - Enter the inventory code for the aircraft (Appendix F).

F22 - Enter the PUC that identifies the unit reporting the change.

B30 and B34 - Enter the Julian date of the action recorded on the OPNAV XRAY reporting a status change which moved the aircraft either in or out of MCRS status and the hour and minute of actual status change of the aircraft.

DISCREPANCY - Enter the narrative description of the change.

SUPERVISOR - Enter the appropriate signature and rate.



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ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ *AZ3 Owen*

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
	AC4	02							☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 DDCD	A61 T/M	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A67 METER	3C MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AACC	152456									2	000020	

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 9058	B34 1240	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME CYCLE

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

AIC 152456 "OUT" FOR SPECIAL REWORK

PILOT INITIATOR

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR *AZ1 Brown*

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG A11 DAY A14 SER A17 SUF

A19 WORK CENTER

↑ ↓

MODEX

PRI

TURN IN DOCUMENT

SYSTEM REASON

MCN

Figure 6-25 Aircraft Change in MCRS Status

6.4 Subsystem Capability and Impact Reporting (SCIR) System. The SCIR system is used to monitor mission capability of selected systems/subsystems. SCIR will be documented on the VIDS/MAF concurrently with the maintenance action that caused the reduction of the equipment's mission capability. This system will provide managers with the degree of mission impairment, the length of time the equipment's capability was reduced, the system/subsystem that caused mission impairment, and maintenance/supply impact on equipment capability.

6.4.1 Equipment Operational Capability (EOC) Codes. An EOC code is a structured, three-character code which relates a particular system or subsystem within a given model/type of equipment to a mission capability of that equipment. First position of the EOC code is an alpha character which describes mission capability; last two positions are numeric characters which identify system/subsystem (first two characters of the WUC) causing mission capability impairment. Each type/model/series aircraft under SCIR system has an EOC code list, called a Mission Essential Subsystem Matrix (MESM). MESMs are published by the Chief of Naval Operations in OPNAVINST 5442.4L (NOTAL). The alpha character of the EOC code is documented in the EOC column of repair cycle and Maintenance/Supply Record sections of the VIDS/MAF. Numeric characters of the EOC code (second and third positions) are computer generated using the following rules:

a. If the first position of the EOC code is A, the computer will generate a zero in the second and third positions of the EOC code.

b. If the first position of the EOC code is in a range of B-H, J-L, or W-Z, and the first two positions of the WUC are in a range of 11-99, the computer will generate the second and third positions of the EOC code from the first two positions of the WUC.

c. If the first position of the EOC code is Z, and the first two positions of the WUC are 03 or 04, the computer will generate the second and third positions of the EOC code from the first two positions of the WUC.

6.4.2 Mission Capability. Maintenance actions impacting mission capability of the end item are considered to be SCIR related. Mission capability is impacted whenever a system or subsystem listed on the MESM cannot be used for its intended function. Sometimes only the function is listed on the MESM. A subsystem is considered nonfunctional even though the final disposition may be no defect (A-799). Sometimes a discrepancy report will imply that the subsystem is functional but troubleshooting proves that it was not. In these cases, mission capability is considered to be impacted from the time the discrepancy was reported.

6.4.3 SCIR Application. SCIR is applicable to all on-equipment work on end items having a MESM and is documented by the work center performing the maintenance action whenever mission capability is impacted. When SCIR is not applicable, do not enter an EOC code.

6.4.3.1 SCIR is applicable when mission capability is impaired while:

a. Repairing an end item.

b. Inspecting an end item.

c. Installing a TD on an end item.

d. Removing a component from an end item for repair, modification, or calibration.

6.4.3.2 SCIR is not documented:

a. On end items not having a MESM.

b. When performing off-equipment work.

c. When the maintenance action or discrepancy does not impair mission capability of the aircraft.

6.4.4 Data Groups. SCIR data is entered in blocks B08 through D17 of the VIDS/MAF as illustrated in Figure 6-27.

6.4.4.1 Sections. The term section describes a physical cluster of data blocks on the VIDS/MAF. Three sections used for SCIR documentation are:

a. Repair Cycle. Blocks B08 - B34.

b. AWM. Blocks B38 - B49.

c. Maintenance/Supply Record. Blocks B53 - D17.

6.4.4.2 Columns. A column is a vertical stack of data blocks designed to collect the same data element, for example, EOC column is blocks B16 and B27 in the Repair Cycle section, and blocks B62, B74, C17, etc., in the Maintenance/Supply Record section.

6.4.4.3 Lines. A line is a horizontal group of data blocks designed to record the essence of a single event, for example, blocks B08, B12, and B16 are the received line of the Repair Cycle section; and blocks B53, B54, B58, and B62 are the top line of the Maintenance/Supply Record section.

6.4.5 Maintenance and Supply Definitions. The total length of time an equipment's mission capability is impaired is divided into two major categories, maintenance and supply. Figures 6-31, 6-32, and 6-33 illustrate the most common maintenance versus supply situations. The following is a list of definitions and explanations of maintenance and supply terms in SCIR documentation.

6.4.5.1 EMT. This time is spent actually working on the end item and is always documented as maintenance time, even though parts may be on order from supply. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job.

6.4.5.2 AWM. This time is when no work is being performed on the end item and no parts are on order from supply. Even though work is stopped for a lack of parts, it is considered AWM until the demand is placed on the supply department.

6.4.5.3 Maintenance Time. The sum of AWM (see paragraph 6.4.8) and EMT.

6.4.5.4 AWP. Parts are not considered to be on order (AWP) until demand has been forwarded to the supply response section (SRS) of the supply department.

6.4.5.5 SCIR Gripe Life. The total length of time a discrepancy is SCIR related. As a formula, SCIR GRIPE LIFE = AWP + EMT + AWM. (This formula is not applicable to inspection control documents.)

6.4.5.6 Computer Generated AWM (AWM 0). Using the SCIR gripe life formula above, the computer will account for every hour of gripe life. Time which has not been accounted for as supply, EMT, or documented AWM will be categorized as AWM and assigned a reason code of 0. Computer

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

Figure 6-27 Data Groups Required for SCIR

generated AWM will never be documented on the VIDS/MAF.

6.4.6 Repair Cycle Documentation. Figures 6-31, 6-32, and 6-33 illustrate how the repair cycle section would be filled out to document three common maintenance situations.

6.4.6.1 Received Line. Enter date and time maintenance action was reported. In EOC block (B16), enter the EOC code that best describes the current mission capability of the equipment. "Received" is automatically considered to be in a maintenance status.

6.4.6.2 In-work Line. Enter the date and time work was begun on the maintenance action. The date and time on the in-work line must be equal to or later than the date and time on the received line. In the EOC block (B27), enter the EOC code that best describes the mission capability of the equipment when work was begun. "In-work" is automatically considered to be in a maintenance status.

6.4.6.3 Completed Line. Enter the date and time the maintenance action was completed. The date and time entered on the completed line must be the latest date and time entered in the repair cycle, or maintenance/supply record sections. As the completed line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC code applies.

6.4.7 Maintenance/Supply Record Documentation. In the Maintenance/Supply Record section, the documentor keeps track of changes in job status between maintenance and supply, and changes in mission capability that occur during the maintenance action. The only job status conditions documented by SCIR are Maintenance (M) and Supply (S); therefore changes between EMT and AWM will not be documented, because both are defined as maintenance. Figures 6-31, 6-32, and 6-33 illustrate how the Maintenance/Supply Record section would be filled out to document three common maintenance situations.

6.4.7.1 Job Status Blocks. Enter the alpha character that describes the current job status. The alpha character S is used when maintenance is halted due to AWP. The alpha character M is used to indicate the end of an AWP status or a change of EOC code. (Refer to paragraph 6.4.9 for an explanation of a change in EOC code.)

6.4.7.2 Date and Time Blocks. Enter the date and time the job status indicated on that line began.

6.4.7.3 EOC Block. Enter the EOC code that best describes the mission capability of the equipment at the date and time indicated on that line.

6.4.7.4 Documentation Sequence. The date and time on the top line of the Maintenance/Supply Record sections (blocks B54 and B58) must be equal to or later than the date and time on the in-work line of the Repair Cycle section. The date and time on the succeeding line must be equal to or greater than the date and time on the line directly above.

6.4.8 Awaiting Maintenance Documentation. AWM is only accounted for during the time an end item's mission capability is impaired. Do not accumulate AWM time on maintenance actions when SCIR is not documented or during the time A is documented in the EOC code blocks of the Repair Cycle and Maintenance/Supply Record sections. Figures 6-31, 6-32, and 6-33 illustrate how AWM would be documented in three of the most common maintenance situations.

6.4.8.1 Accumulated Awaiting Maintenance Section. This section is located in the upper right hand corner of the VIDS/MAF. This section is used as a scratch pad to record the begin date and time of the appropriate AWM Reason code(s) as listed in Appendix N. At the end of the AWM period, calculate the accumulated AWM Hours and enter in the hours block of this section.

6.4.8.2 Awaiting Maintenance Section. This section is used to record AWM Hours and Reason codes for SCIR related maintenance actions. At the end of maintenance action, or upon close out, total the AWM Hours by Reason Code and enter the three most significant AWM reasons in this section (blocks B38 - B49). Order of significance may be determined by local policy.

6.4.9 Change of the EOC Code. When an equipment's mission capability is upgraded or degraded during a maintenance action, a new EOC code is assigned to reflect the change in the replaced within two hours. An example of a phase inspection not meeting the two-hour rule during a portion of the inspection is shown in Figure 6-38.

NOTE

> When scheduled inspection requirements do not require a major disassembly of the aircraft or equipment and thus do not affect mission capability, the aircraft or equipment is considered to be mission capable during the entire portion of the look phase of the inspection. However, if panels and equipment are removed to conduct area inspections and cannot be replaced within a two-hour time frame, then that portion of the inspection will be considered to have impacted mission capability and will be documented using the appropriate EOC code. Mission capability will be impacted and the appropriate EOC code assigned when an aircraft or equipment reaches the maximum operational limit allowed between scheduled maintenance intervals or a condition exists which makes the aircraft or equipment not safely operable until the inspection is complete. {D}.

c. Mission Capable - Special Inspections. An aircraft will remain in FMC or PMC status during the complete inspection unless panels and equipment removed to conduct the inspection cannot be replaced within a two-hour period.

d. Conditional Inspections. Document SCIR during the look phase of the conditional inspections only if (1) an overlimit condition exists, for example, hard landing, bolter, overspeed or overtemp, which restricts the aircraft from further flight until the inspection is completed; or (2) higher authority directs a one-time inspection, not ordered in a TD, that restricts the aircraft from flight. Aircraft undergoing conditional inspections to determine equipment condition, for example, precarrier, predeployment, aircraft ferry, acceptance, or transfer, will remain in FMC or PMC status during the complete inspection unless panels and equipment removed to conduct the inspection cannot be replaced within a two-hour period.

6.4.13.2 Look Phase - Single Work Center. When one work center is responsible for an entire inspection, man-hours, EMT, and SCIR are collected on the inspection control document in the normal manner as described in the preceding paragraphs of this chapter.

6.4.13.3 Look Phase - Multiple Work Centers. The inspection control document is used to collect man-hours and EMT expended by the work center controlling the inspection, and is the only look phase VIDS/MAF used to collect SCIR data. Man-hours and EMT expended by work centers other than the one controlling the inspection are collected on supporting look phase documents. Because SCIR data is not collected on supporting look phase documents, special care must be taken to ensure that AWM and supply time is accurately portrayed on the control document. Figure 6-39 illustrates an AWM/supply situation that could occur when more than one work center is involved in a single inspection. The work center controlling the inspection is responsible for AWM and supply documentation in accordance with the following rules:

a. AWM. AWM is that maintenance time when no work is being performed by any work center involved in the inspection.

b. Supply. Supply time is when any work center involved in the inspection is AWP and no work is being performed by any work center involved in the inspection. Because AWM, supply, and EMT performed by more than one work center may overlap, the formula for "gripe life" found in paragraph 6.4.5.4 does not apply to the inspection control document.

6.4.13.4 Fix Phase. Fix phase discrepancies are not affected by control document procedures and are documented in the normal manner as described in the preceding paragraphs.

6.4.14 Subsystem Capability and Impact Reporting (SCIR) Close Out. Figures 6-41 and 6-43 are examples of {A} end of month SCIR close out and reinitiation.

1 Discrepancy Reported 0800	2 Work Started 0900	3 Work Stopped For Parts 1000	4 Ordered Parts 1100	5 Parts Received 1500	6 Begin Installation 1600	7 Work Finished 1700
AWM	EMT	AWM	AWP	AWM	EMT	
MAINTENANCE			SUPPLY	MAINTENANCE		

1. The discrepancy was reported at 0800 on 9123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

3. Work was stopped for lack of parts at 1000 but parts were not ordered at this time. AWM was in effect until parts were ordered. Parts are not considered to be on order (AWP) until demand has been forwarded to SRS of the Supply Department.

4. Parts were placed on order at 1100, work was still stopped.

5. Parts were received at 1500, but no one was available to work at this time; AWM applies.

6. Began work at 1600 to install RFI component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 Z
2	IN WORK	B19 9123	B23 0900	B27 Z
7	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	2 0	8	1 0		

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
4	B53 S	B54 9123	B58 1100	B62 Z
5	B65 M	B66 9123	B70 1500	B74 Z
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	3	1 0	(1, 2)
9123	1000	8	1 0	(3, 4)
9123	1500	3	1 0	(5, 6)

Figure 6-31 Maintenance vs Supply Situation (1)

1	2	3	4	5	6	7
Discrepancy Reported	Work Started	Ordered Parts	Work Stopped For Parts	Parts Received	Begin Installation	Work Finished
0800	0900	1000	1100	1500	1600	1700

AWM	EMT	AWP	AWM	EMT
MAINTENANCE		SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

3. Ordered parts at 1000 but continued working to remove old component. EMT still applies.

4. Work stopped for lack of parts at 1100.

5. Parts were received at 1500, but no one was available to work at this time; AWM applies.

6. Began work at 1600 to install RFI component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 Z
2	IN WORK	B19 9123	B23 0900	B27 Z
7	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	2 0				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
4	B53 S	B54 9123	B58 1100	B62 Z
5	B65 M	B66 9123	B70 1500	B74 Z
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	3	1 0	(1, 2)
9123	1500	3	1 0	(5, 6)

Figure 6-32 Maintenance vs Supply Situation (2)

1	2	3	4	5	6	7	8
Discrepancy Reported	Work Started	Work Stopped And Parts Ordered	Begin Trouble-Shooting	Complete T/S	Parts Received	Begin Installation	Work Finished
0800	0900	1000	1200	1300	1500	1600	1700

AWM	EMT	AWP	EMT	AWP	AWM	EMT
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work was started on discrepancy at 0900.

3. Work stopped for lack of parts and parts ordered, and defective part turned in at 1000.

4. At Maintenance Controls direction, went back into work at 1200 to further troubleshoot discrepancy. Although parts are on order, EMT applies.

5. Satisfied that no further maintenance is required until receipt of previously ordered part, status returns to AWP at 1300.

6. Parts were received at 1500 but no one was available to work at this time; AWM applies.

7. Began work at 1600 to install RFI component.

8. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 Z
2	IN WORK	B19 9123	B23 0900	B27 Z
8	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	2 | 0				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
3	B53 S	B54 9123	B58 1000	B62 Z
4	B65 M	B66 9123	B70 1200	B74 Z
5	C08 S	C09 9123	C13 1300	C17 Z
6	C20 M	C21 9123	C25 1500	C29 Z
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	3	1	0(1, 2)
9123	1500	3	1	0(6, 7)

Figure 6-33 Maintenance vs Supply Situation (3)

1	2	3
Discrepancy Reported 0800	Begin Work Further Degrading 1100	Work Finished 1700

EOC: D AWM	EOC: Z EMT
MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 that degraded equipment mission capability. The impacting system is described by EOC Code D. No electrical facilities were available at this time so the discrepancy was AWM for facilities.

2. Work started at 1100 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.

3. The component was replaced and work finished at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 D
2	IN WORK	B19 9123	B23 1100	B27 Z
3	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	3 | 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	2	3	0(1, 2)

Figure 6-34 Simple EOC Code Change

1	2	3	4	5	6	7
Discrepancy Reported 0800	Begin Work Further Degrading Capability 0900	Work Stopped And Parts Ordered 1000	Begin Reinstallation Of Bad Component 1100	Completed Reinstallation Of Bad Component 1200	Parts Received And Begin Component Replacement 1600	Work Finished 1700

AWM	EMT	AWP	EMT	AWP	EMT
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE

1. The discrepancy was reported at 0800 on 9123 that degraded mission capability. The impacting system is described by EOC Code D. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work was started at 0900 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.

3. Work was stopped for lack of parts and parts were ordered at 1000. As this component is a CRIPL item, it will be retained until receipt of the replacement part.

4. Because of operational commitments, maintenance control ordered the reinstallation of the defective component to upgrade mission capability to D. Reinstallation began at 1100, EMT applies.

5. Completed reinstallation of defective component at 1200. Status returns to AWP; EOC code to D.

6. Replacement component received at 1600, maintenance control authorized immediate removal and replacement of the defective component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 D
2	IN WORK	B19 9123	B23 0900	B27 Z
7	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

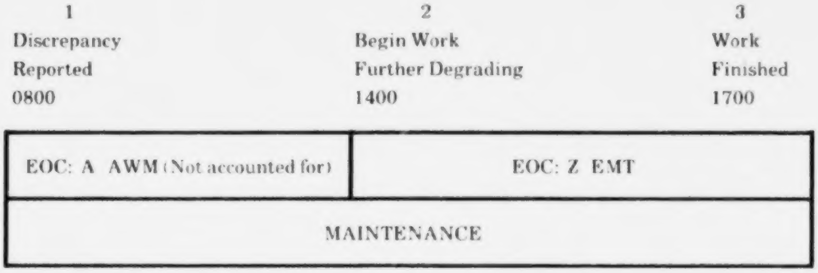
MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
3	B53 S	B54 9123	B58 1000	B62 Z
4	B65 M	B66 9123	B70 1100	B74 Z
5	C08 M	C09 9123	C13 1200	C17 D
5	C20 S	C21 9123	C25 1200	C29 D
6	C32 M	C33 9123	C37 1600	C41 Z

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	3	1	0(1, 2)

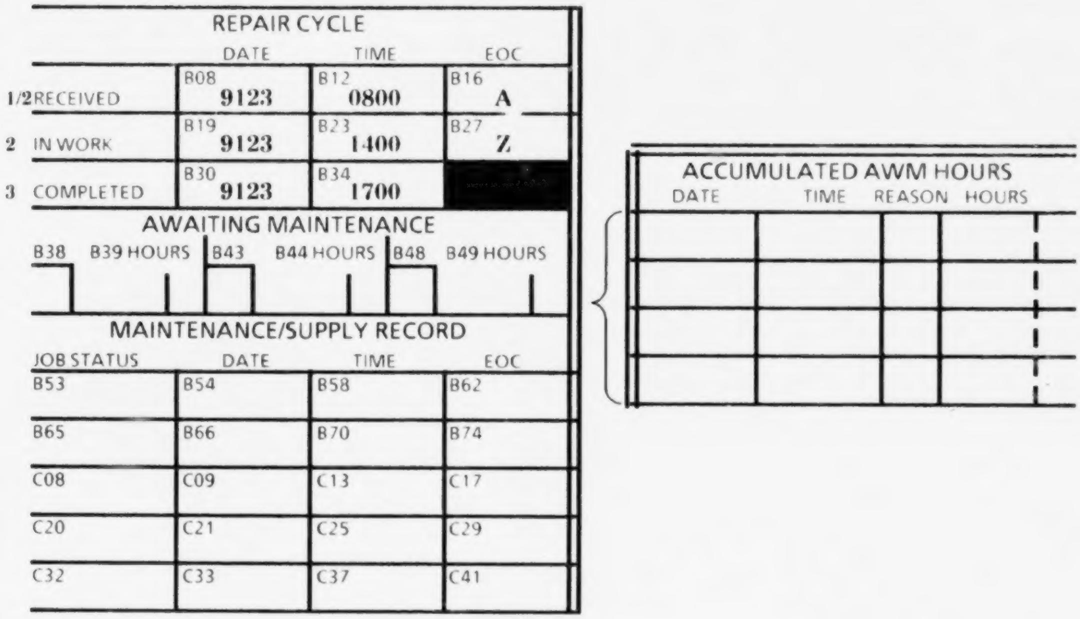
Figure 6-35 Multiple EOC Code Changes


1
Discrepancy
Reported
0800
2
Begin Work
Further Degrading
1400
3
Work
Finished
1700
EOC: A AWM (Not accounted for)
EOC: Z EMT
MAINTENANCE

1. The discrepancy was reported at 0800 on 9123 that did not impact mission capability. SCIR was not documented; AWM was not accounted for.

2. Work started at 1400 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z. Annotate preceding EOC block with A.

3. Reinstalled part and finished work at 1700, end item ready for use.



REPAIR CYCLE

	DATE	TIME	EOC
1/2 RECEIVED	B08 9123	B12 0800	B16 A
2 IN WORK	B19 9123	B23 1400	B27 Z
3 COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

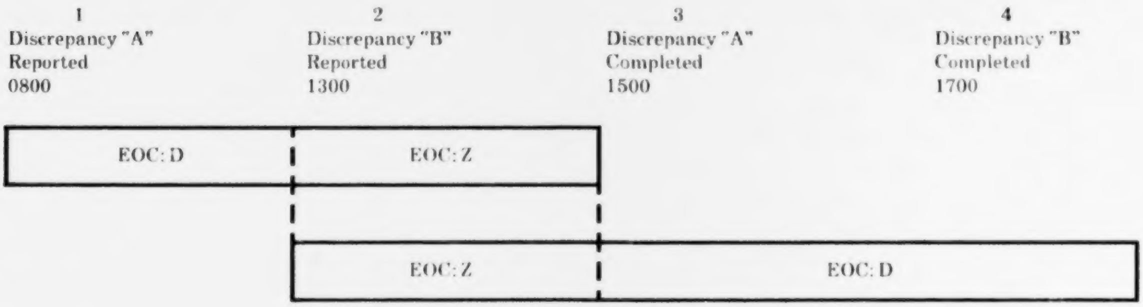
MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

Figure 6-36 Documentation of EOC Code A



(Discrepancy A)

↓

REPAIR CYCLE

	DATE	TIME	EOC
1 RECEIVED	B08 9123	B12 0800	B16 D
1 IN WORK	B19 9123	B23 0900	B27 D
3 COMPLETED	B30 9123	B34 1500	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
2 B53 M	B54 9123	B58 1300	B62 Z
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

(Discrepancy B)

↓

REPAIR CYCLE

	DATE	TIME	EOC
2 RECEIVED	B08 9123	B12 1300	B16 Z
2 IN WORK	B19 9123	B23 1300	B27 Z
4 COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

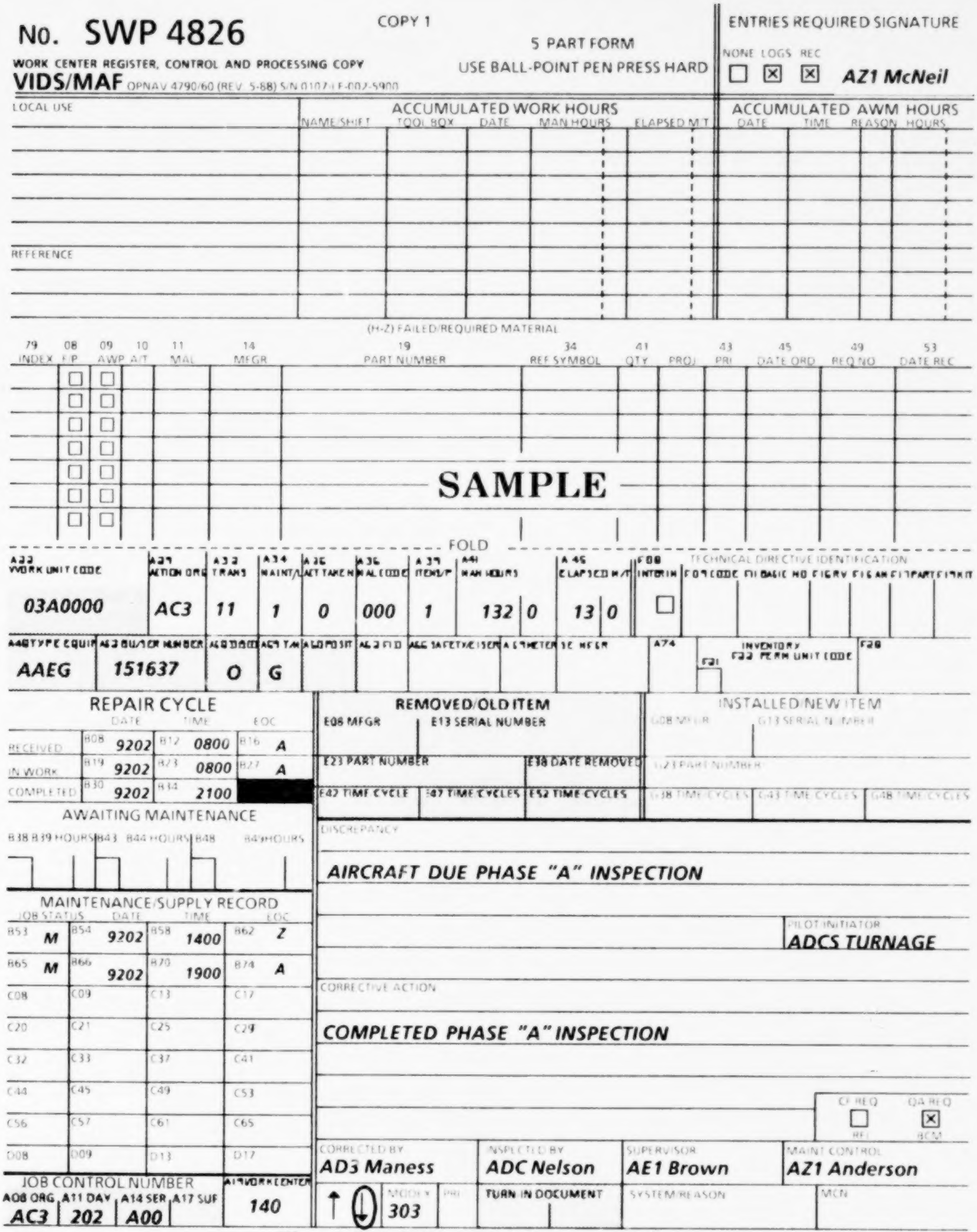
JOB STATUS	DATE	TIME	EOC
3 B53 M	B54 9123	B58 1500	B62 D
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

1. Discrepancy "A" was reported at 0800 on 9123 and degraded mission capability. The impacting system was described by EOC Code D. Work started at 0900 on discrepancy "A".
2. Discrepancy "B" was reported at 1300 and placed in work. The MESM indicates that when both systems "A" and "B" are degraded at the same time, EOC Code Z will apply.
3. Discrepancy "A" was repaired at 1500. The remaining mission degrading system is described by EOC Code D.
4. Discrepancy "B" was repaired at 1700, the end item is ready for use.

NOTE

The purpose of this display is to illustrate "redundant system" documentation logic. In practice, the AWM, EMT, and supply time would be accounted for on each discrepancy in the normal manner.

Figure 6-37 Redundant System Logic



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-007-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 McNeil

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
03A0000	AC3	11	1	0	000	1	132 | 0	13 | 0	☐						

A46 TYPE EQUIP	A50 BU/SER NUMBER	A60 [illegible]	A61 T/M	A62 POSIT	A63 FID	A65 SAFETY/EI SER	A METER	[illegible]	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9202	B12 0800	B16 A
IN WORK	B19 9202	B23 0800	B27 A
COMPLETED	B30 9202	B34 2100	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 M	B54 9202	B58 1400	B62 Z
B65 M	B66 9202	B70 1900	B74 A
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	202	A00		140

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED

E42 TIME CYCLE	E47 TIME CYCLES	E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME CYCLES	G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "A" INSPECTION

PILOT INITIATOR ADCS TURNAGE

CORRECTIVE ACTION

COMPLETED PHASE "A" INSPECTION

CF REQ ☐ REI

QA REQ ☒ BCM

CORRECTED BY AD3 Maness

INSPECTED BY ADC Nelson

SUPERVISOR AE1 Brown

MAINT CONTROL AZ1 Anderson

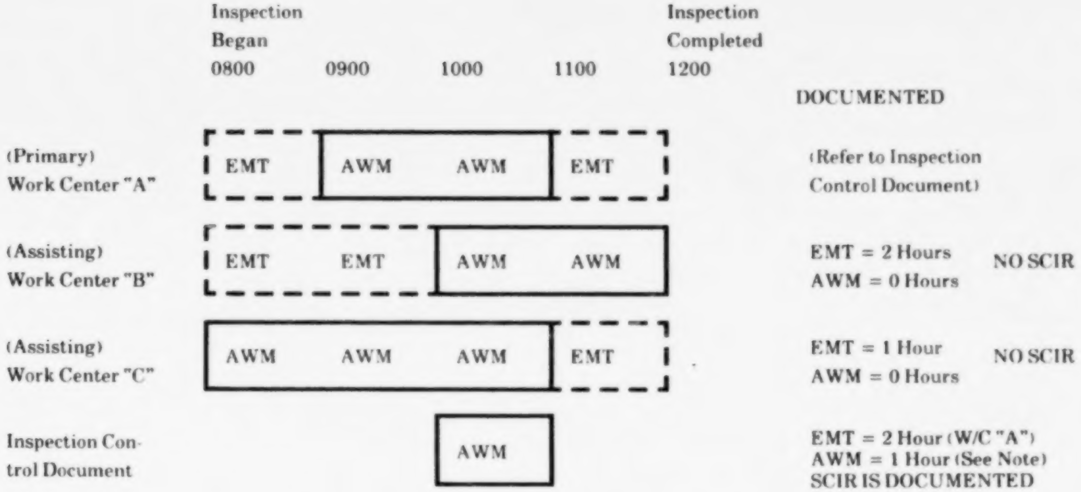
↑ ↓ MODEX 303 PRI

TURN IN DOCUMENT

SYSTEM/REASON

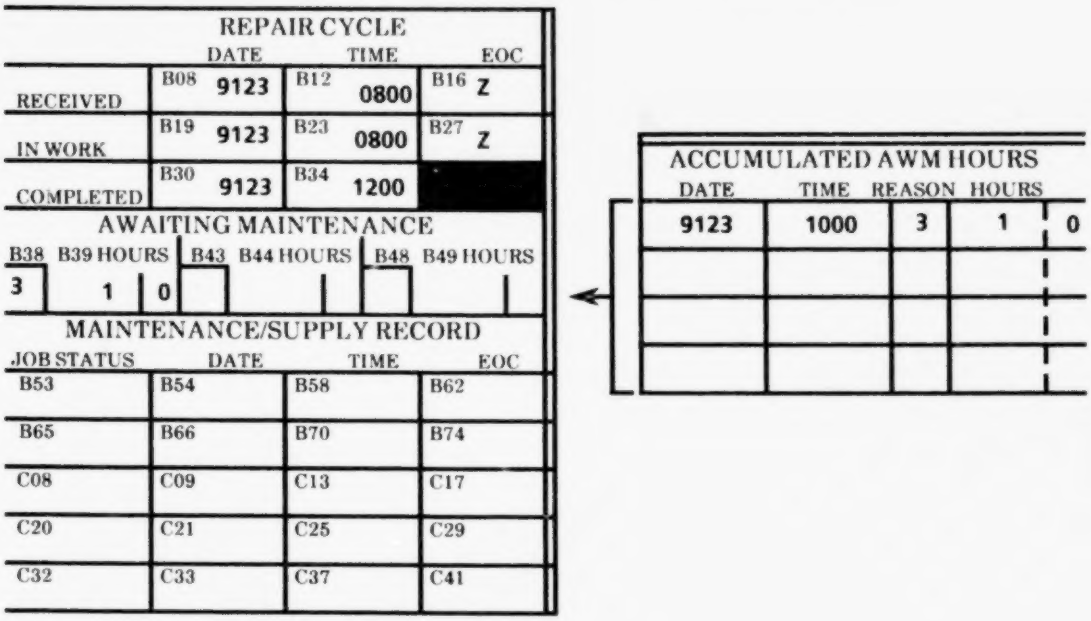
MCN

Figure 6-38 2-Hour Rule Documentation


Inspection Began
Inspection Completed
0800
0900
1000
1100
1200
DOCUMENTED
(Primary) Work Center "A"
EMT
AWM
AWM
EMT
(Refer to Inspection Control Document)
(Assisting) Work Center "B"
EMT
EMT
AWM
AWM
EMT = 2 Hours
AWM = 0 Hours
NO SCIR
(Assisting) Work Center "C"
AWM
AWM
AWM
EMT
EMT = 1 Hour
AWM = 0 Hours
NO SCIR
Inspection Control Document
AWM
EMT = 2 Hour (W/C "A")
AWM = 1 Hour (See Note)
SCIR IS DOCUMENTED

NOTE

The above exhibit illustrates an inspection being performed by three work centers. Work center "A" is the primary work center and documents the inspection control document. Although the individual work centers were AWM at various times between 0800 and 1200, the inspection was AWM only between 1000 and 1100 because this is the only time all work centers were AWM simultaneously. The primary work center "A" would document its own EMT and the inspection AWM on the inspection control document as shown below. The assisting work centers "B" and "C" would document their own EMT, as shown in the figure above, but account for no SCIR or AWM hours.



REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9123	B12 0800	B16 Z
IN WORK	B19 9123	B23 0800	B27 Z
COMPLETED	B30 9123	B34 1200	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9123	1000	3	1 0

Figure 6-39 Multiple Work Center Inspection Documentation

{R} End of Month Close Out VIDS/MAF (Figure 6-41)

Figure 6-41 is an example of a VIDS/MAF documented for a close out of a SCIR related maintenance action. The following procedures apply for close out of all SCIR related maintenance actions except those involving troubleshooting or a change of reporting custodian. (Refer to paragraph 6.5.1.1 for troubleshooting, Figure 6-23 for a change of reporting custodian, {A} and Figure 6-73 for aircraft transfer or strike close out). All unfinished maintenance actions that have impacted aircraft mission capability any time during the month must be closed out on the last day of the month. Close out is not required for maintenance actions that have not impacted aircraft capability, such as maintenance actions with no EOCs documented or those with only EOC Code A documented. For SCIR impacted TD compliance use TD Status Code W with Transaction Code 41. Close out is done by using the existing VIDS/MAF and completing the maintenance action as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Record supply requisition(s) if applicable.

A22 - Enter the WUC for the item being processed. Document as much of the WUC as is known at the time of close out while conforming to the WUC structure described in Chapter 2.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 or 41 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be N for repair actions, O for inspection control documents (Appendix E) and W for TDs (Appendix J).

A36 - Malfunction description code; enter the applicable code for repair actions, 000 for inspection control documents, and leave blanks for TDs.

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment being processed.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed (as of 2400 on the last day of the month). {D} .

B38 through B49 - Make the appropriate entries. ({D})

B53 through D17 - Make the appropriate entries if applicable.

E08 through E52 - Will not be processed by the DSF.

G08 through G48 - Will not be processed by the DSF.

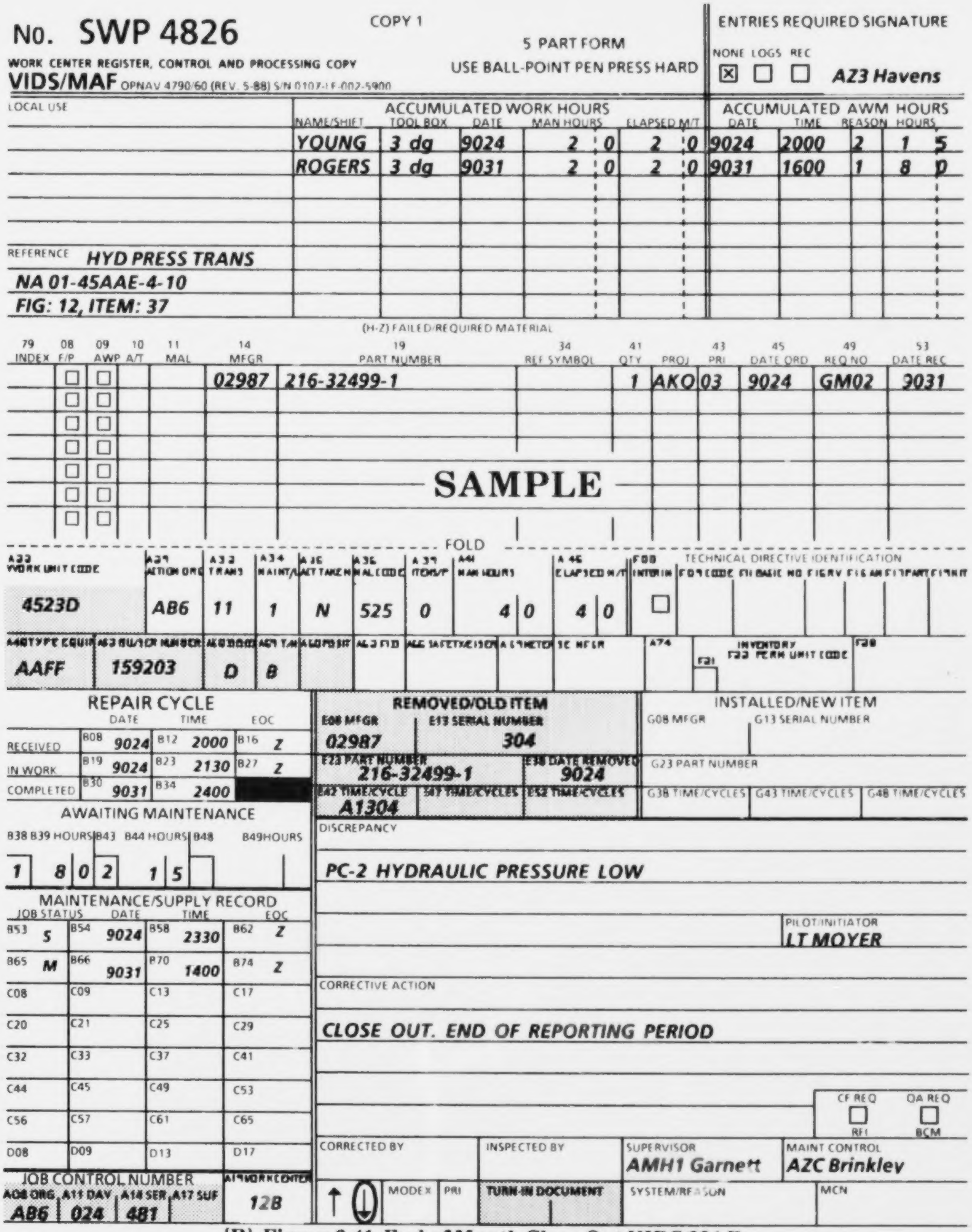
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the close out action.

SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Havens

LOCAL USE

REFERENCE HYD PRESS TRANS

NA 01-45AAE-4-10

FIG: 12, ITEM: 37

ACCUMULATED WORK HOURS / ACCUMULATED AWM HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
YOUNG	3 dg	9024	2 0	2 0	9024	2000	2	1 5
ROGERS	3 dg	9031	2 0	2 0	9031	1600	1	8 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			02987	216-32499-1		1	AKO	03	9024	GM02	9031
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
4523D	AB6	11	1	N	525	0	4 0	4 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER		A61 T/M	A62 POSIT	A63 FID	A65 SAFETY/EI SER	METER	SE MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F28
AAFF	159203	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9024	B12 2000	B16 Z
IN WORK	B19 9024	B23 2130	B27 Z
COMPLETED	B30 9031	B34 2400	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
02987	304	
E23 PART NUMBER 216-32499-1		E38 DATE REMOVED 9024
E42 TIME/CYCLE A1304	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49HOURS
1	8 0	2	1 5		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9024	B58 2330	B62 Z
B65 M	B66 9031	B70 1400	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PC-2 HYDRAULIC PRESSURE LOW

PILOT/INITIATOR LT MOYER

CORRECTIVE ACTION

CLOSE OUT. END OF REPORTING PERIOD

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		AMH1 Garnett	AZC Brinkley

JOB CONTROL NUMBER

A08 ORG.	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB6	024	481		12B

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

{R} Figure 6-41 End of Month Close Out VIDS/MAF

Reinitiated VIDS/MAF After Close Out (Figure 6-43)

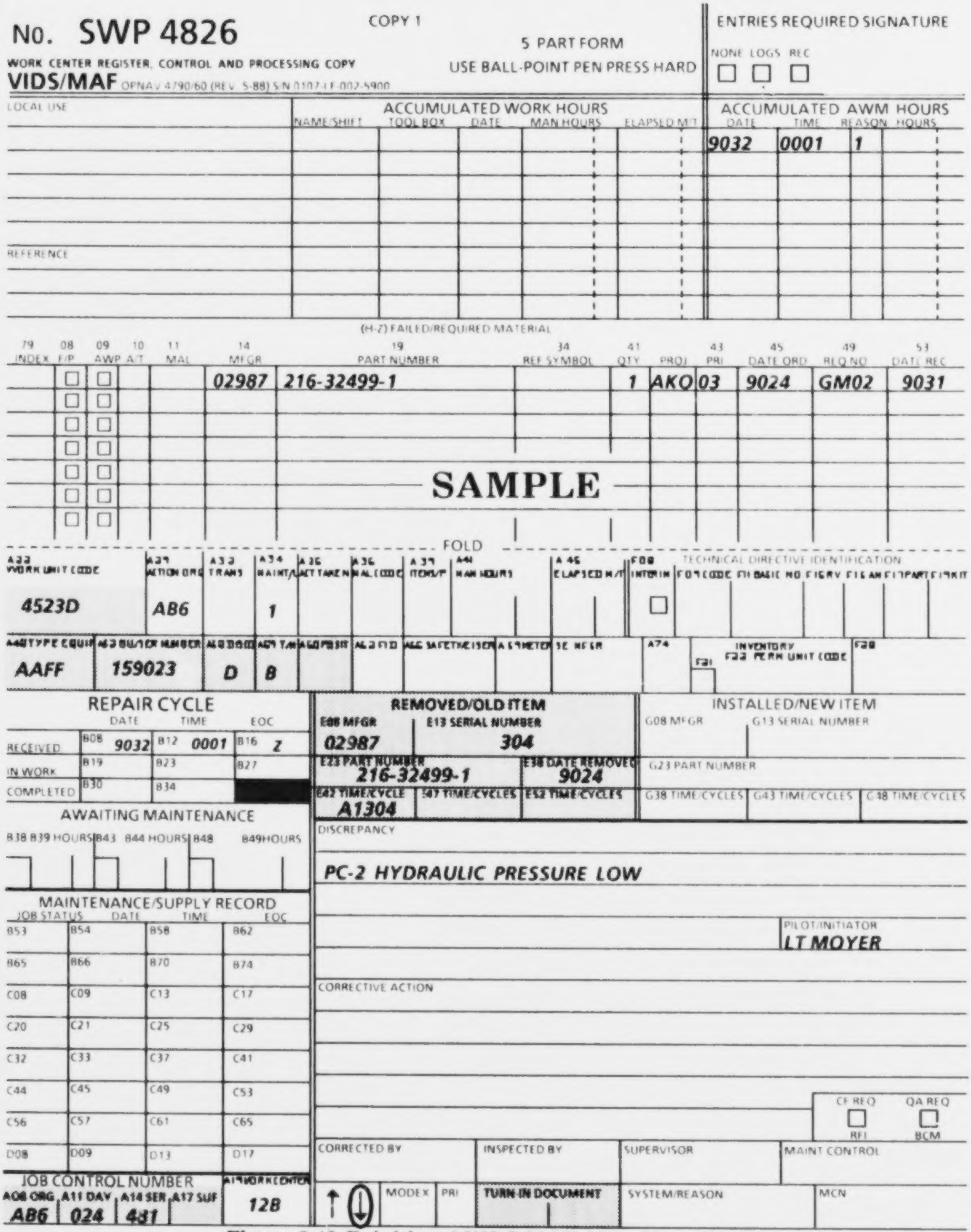
Figure 6-43 is an example of a VIDS/MAF documented for the reinitiation after a close out. Documentation of a maintenance action that has been closed out is continued by initiating a new VIDS/MAF. On the reinitiated VIDS/MAF, data blocks not discussed below should be left open to collect the information that becomes available as the maintenance progresses. An asterisk (*) denotes that the information must be transcribed from the original VIDS/MAF.

Closed Out in Maintenance. If the maintenance action was closed out in a maintenance status, leave the "in work" line, "completed" line, and the maintenance/supply record section open to document the SCIR situations that occur as the maintenance action progresses.

Closed Out in Supply. If the maintenance action was closed out in a supply status, enter the first day of the new report period, time 0001, and applicable EOC code in the received, in work, and the first line of the maintenance/supply record with a Job Status of S in block B53. Leave the "completed" line and succeeding lines of the Maintenance/Supply Record section open to document the SCIR situations that occur as the maintenance action progresses.

ACCUMULATED AWM HOURS - Enter the appropriate data; must be 0001 (time) if applicable.

- * (H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.
- * A22 - Enter the WUC for the item being processed. Document as much of the WUC as is known at the time of close out while conforming to the WUC structure described in Chapter 2.
- * A29 - Enter the appropriate O-level organization code.
- * A34 - Maintenance level; must be 1.
- * A36 - Enter the conditional malfunction description code from the Close Out VIDS/MAF if applicable, otherwise leave blank (Appendix I).
- * A48 - Enter the TEC for the equipment being processed.
- * A52 - Enter the appropriate BU/SERNO.
- * A58 - Enter the appropriate when discovered code (Appendix R).
- * A59 - Enter the appropriate type maintenance code (Appendix H).
- * B08 through B16 - Enter the appropriate Julian date and time (as of 0001 on the next day after close out). Enter EOC code if applicable.
- * E08 through E52 - Enter the appropriate data for the removed/old item.
- * A08 through A14 - Enter the assigned JCN.
- * A19 - Enter the appropriate work center code (Appendix D).
- * DISCREPANCY - Enter the narrative description of the discrepancy.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9032	0001	1	

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			02987	216-32499-1		1	AKO	03	9024	GM02	9031
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
4523D	AB6		1						☐

TECHNICAL DIRECTIVE IDENTIFICATION: F07 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DOD	A59 T/M	A60 POSIT	A62 FID	A63 SAFETY/EI SER	A 69 METER	3E MFGR	A74	F22 PERM UNIT CODE	F28
AAFF	159023	D	B								

INVENTORY F21

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9032	B12 0001	B16 Z
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
02987	304

E23 PART NUMBER	E38 DATE REMOVED
216-32499-1	9024

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A1304		

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

PC-2 HYDRAULIC PRESSURE LOW

PILOT/INITIATOR LT MOYER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
AB6	024	431		12B

↑ ⇩ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-43 Reinitiated VIDS/MAF After Close Out

6.5 Aircraft Maintenance Documentation

6.5.1 Aircraft Repair

NOTE

> The following procedures will also be used to document maintenance actions performed on squadron aircraft by a team of individuals assigned temporary additional duty to a functional wing or air station, such as a compass swing team or a TD compliance team. The VIDS/MAF should be completed as if the squadron had performed the maintenance action. All EMT, man-hours, and SCIR, if applicable, will be documented. Squadrons will provide QA personnel (collateral duty inspector (CDI), collateral duty quality assurance representative, or quality assurance representative (QAR)) to ensure adherence to NAMP procedures.

6.5.1.1 Troubleshooting. This time will be documented separately when the time expended in locating a discrepancy is considered to be great enough to warrant separating the troubleshooting time from the repair time. Separating troubleshooting time requires completion of two VIDS/MAFs, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate VIDS/MAF using the system, subsystem, or assembly WUC as appropriate (Figures 6-49 and 6-51).

6.5.1.1A {A} On Equipment Repair (Repairable Component Replacement). A VIDS/MAF is used to document the removal and replacement of repairable components while performing on equipment repair. Refer to Figure 6-51B for documentation procedures.

6.5.1.2 Turn-In of Repairables and Locally Repaired Consumables. A VIDS/MAF is used to document the removal and subsequent IMA processing of a repairable component. These procedures will also apply to consumable components that are inducted into an IMA for repair. The VIDS/MAF will be completed as per paragraph 6.2.4 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center (Figure 6-53).

6.5.1.3 Receipt of Unsatisfactory Material from Supply. When components received from supply prove unsatisfactory, the following procedures will be followed.

a. Component Received Not Ready for Issue (NonRFI) and Not Installed or Improper Replacement Received. If nonRFI before installation or an improper replacement is received, notify material control. The original VIDS/MAF remains outstanding and the nonRFI component will be turned in on a DD 1348-1 prepared by material control.

b. Component Received NonRFI and Installed. Complete the original VIDS/MAF in accordance with paragraph 6.2.4. Initiate a new VIDS/MAF with a new JCN. Figure 6-55 is an example of a VIDS/MAF documented when a component is received nonRFI and installed. A replacement component is requisitioned using the new VIDS/MAF. Initiate a VIDS/MAF as a turn-in document to accompany the nonRFI component to the IMA.

6.5.1.4 Component Received Missing Scheduled Removal Component (SRC) Card. Components received from supply missing SRC cards shall be considered as nonRFI and turned in on a DD 1348-1 prepared by material control. If the component is accepted and installed and cannot be determined to be new, it shall be considered faulty. Figure 6-57 is an example of a VIDS/MAF documented for turn-in of a component that is missing the SRC card.

NOTE

> If the determination can be made that the component is in fact new, an SRC card will then be initiated by the requisitioning activity.

6.5.1.5 Cannibalization Documentation. Any order to cannibalize a system must come from maintenance control. Maintenance control will issue a numeric JCN for the removal and replacement of the component being cannibalized. The procedures listed in this paragraph apply to all cannibalizations from end items, for example, aircraft and SE. Egress system related cartridges, cartridge actuated devices, aircrew escape propulsion systems will not be cannibalized without prior ACC/TYCOM approval. Personnel and drogue parachutes and seat survival kits are excluded from this policy (Figure 6-59).

6.5.1.6 Matched System Documentation. Documentation of maintenance actions on components removed as a matched system, for processing at the IMA, for example, ASA-13A and APN-22/117, is performed as follows. Each component is removed on a separate VIDS/MAF using procedures in Figures 6-61 and 6-63. Each component must have a separate JCN assigned by maintenance control. Each component within a matched system that must be removed during a maintenance action will be assigned the same MAL code that describes the system defect. In addition to the brief narrative, a statement will be added to the Discrepancy block, such as, "Matched Set, See JCN__________". An additional VIDS/MAF turn-in control document is initiated for each component. The turn-in document accompanies the component for processing and has all maintenance actions documented in accordance with paragraph 6.5.1.2 (Figures 6-61 and 6-63).

6.5.1.7 Assisting Work Center Documentation. When it becomes necessary for another work center to assist the work center primarily assigned to a maintenance action, an assist VIDS/MAF will be prepared by maintenance control and processed in accordance with paragraph 6.2.4 with the following except as noted in Figure 6-65. {R} These procedures do not apply to look phase inspections, the removal and reinstallation to facilitate maintenance, or cannibalization.

6.5.1.8 Facilitate Other Maintenance (FOM) Action Documentation. A FOM action is the removal and subsequent reinstallation of ready for issue (RFI) engine(s) or component(s) from an end item in support of, or to permit access to, another maintenance action on the same end item. The component(s) removed is not identified in the removed/old item or installed/new item block of the FOM VIDS/MAF. When a component has been removed, note its serial number (if any) in the "local use" block for reference when the item is reinstalled. This notation will provide positive accountability of serialized RFI components removed to facilitate other maintenance. Document SCIR if applicable (Figure 6-67).

6.5.1.9 Aircraft Wheel and Tire Documentation. Aircraft tire documentation is unique in that the required information varies throughout the life cycle of the tire carcass. A structured part number, indicating the cycle the tire is presently in and the serial number and manufacturer's code of the original tire carcass, is required for continuity. The built-up wheel and tire assemblies are documented, treating the wheel as a major repairable component and the tire as a repairable subassembly of the wheel (Figures 6-69 and 6-71).

6.5.1.10 {R} Aircraft Transfer or Strike Close Out. When an aircraft is involved in a transfer or a strike, all outstanding maintenance actions for the affected aircraft will be closed out by the assigned work center, and forwarded to QA/A for processing. See Figure 6-73 for an example of VIDS/MAF transfer or strike close out documentation. For transfer aircraft, all outstanding maintenance actions will be reinitiated by the receiving activity using the Julian date and time as recorded on the aircraft inventory gain VIDS/MAF.

NOTE

> The safety office will provide photocopies of all outstanding VIDS/MAFs on crash damage (strike candidates) aircraft to maintenance control for the purpose of close out as soon as practical.

6.5.1.11 Transient Maintenance

6.5.1.11.1 Maintenance actions completed on transient aircraft (Navy or nonNavy) are documented by the activity actually performing the transient maintenance. The activity performing transient maintenance shall provide the aircraft reporting custodian with documentation necessary to report SCIR and to update aircraft logbooks and records. The documentation shall include but is not limited to a legible VIDS/MAF Copy 4 for each maintenance action performed, SRC Cards, Aeronautical Equipment Service Records (AESRs), etc. The documents shall be forwarded to the reporting custodian via the most expeditious means to ensure timely reporting of aviation Maintenance Data System data. To supply the transient aircraft parent organization with necessary records of aircraft repair or TD that may have been initiated or completed, it is necessary to ensure the VIDS/MAF Copy 4, with all transactions completed, is sent with the transient aircraft when it departs (Figure 6-75).

NOTE

> SCIR and flight data shall be transmitted to the reporting custodian via naval message if other means of forwarding this data will not allow timely receipt for AV3M reporting period close out.

6.5.1.11.2 Transient Maintenance SCIR Data. The reporting custodian of an aircraft receiving transient maintenance shall, upon receipt of applicable documents, update aircraft logbooks and records, and report SCIR data in the following manner. Submit the completed document to QA/A for processing (Figure 6-77).

NOTE

> In the absence of designated QA expertise during transient maintenance, the pilot in command is authorized to either sign as inspector or designate a qualified member of the aircrew to function in this capacity. The pilot or designee will inspect the work performed from a technical standpoint to the best of their ability and ensure that sound maintenance procedures were followed and that the areas where maintenance was performed are free from foreign objects. In the event the discrepancy involves flight safety, a designated QAR should reinspect the repairs after return to home base.

6.5.1.12 In-Flight Maintenance. All in-flight maintenance is documented on a VIDS/MAF. In the absence of designated QA personnel during in-flight maintenance, the senior aircrew maintenance person is authorized to sign as inspector and shall inspect the work performed from a technical standpoint to the best of their ability to ensure that sound maintenance procedures and practices were followed, and that areas where maintenance was performed are free of foreign objects (Figure 6-79).

NOTE

> In the event a flight safety discrepancy is repaired while airborne, a designated QAR shall inspect the repairs after return to home base. This is in addition to the inspection performed above.

6.5.1.13 Away From Home Maintenance. Most organizations occasionally deploy single aircraft or small units away from the parent organization for short periods of time, for example, hurricane evacuation, cross-country flight, and rocket and gunnery training. If maintenance personnel are deployed with the aircraft, all maintenance actions accomplished while they are deployed are documented against work center X30 or the parent work center (Figure 6-81).

6.5.1.14 Battery Documentation. {R} Batteries may be removed as part of a scheduled maintenance action or as a result of unscheduled maintenance. In both cases, they will be documented on a repairable component replacement VIDS/MAF (Figure 6-51B). If the battery is replaced as part of a scheduled maintenance action, use Malfunction Code 804 and When Discovered Code 0. The battery will be turned in on a repairable turn-in VIDS/MAF (Figure 6-53).

6.5.1.15 Components authorized to be removed from an aircraft prior to induction into SDLM and retained by the squadron will be documented on a VIDS/MAF using Malfunction Code 805 and Action Taken Code P. Prior to reinstallation, those components should be inducted into IMA for check, test, or service, using a VIDS/MAF work request. Components authorized to be removed from aircraft for pool stock will be processed to the IMA using Action Taken Code P and Malfunction Code 805. Copy 2 will not be processed in these instances.

NOTE

> Subsequent repair of the failed component will require that the requesting activity submit a new VIDS/MAF with each defective item requiring repair.

6.5.1.16 {A} Documentation of Aircraft Cartridges (CARTs), Cartridge Actuated Devices (CADs), and Aircrew Escape Propulsion System (AEPS). Replacement of aircraft installed explosive devices requires an individual VIDS/MAF for removal and replacement of each device. The removal and replacement action will be documented in the Removed/Old Item and Installed/New Item blocks using Transaction Code 18 or 19 as appropriate. The WUC block (A22) shall reflect the assigned WUC obtained from the WUC manual. The Part Number blocks (E23 and G23) shall reflect the lot number of the devices being removed and installed. Time/Cycle blocks (E42 and G38) shall have an entry using Time/Cycle Prefix Code H and the container open date for CARTs or CADs and the propellant manufacture date for AEPS.

6.5.1.17 {A} Intra-Activity Support VIDS/MAF. Figures 6-81B and 6-81D are examples of intra-activity support VIDS/MAFs. This procedure allows documentation for local manufacture of material to support ALSS equipment, non-aeronautical equipment, or aircraft equipment not currently identified by a work unit code. It does not replace assist VIDS/MAF procedures which assist a primary repair action or work request for work that is beyond an activity's capabilities.

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Excessive Troubleshooting (Figure 6-49)

Figure 6-49 (6.5.1.1) is an example of a VIDS/MAF documented for excessive troubleshooting. The troubleshooting VIDS/MAF is completed in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be Y (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

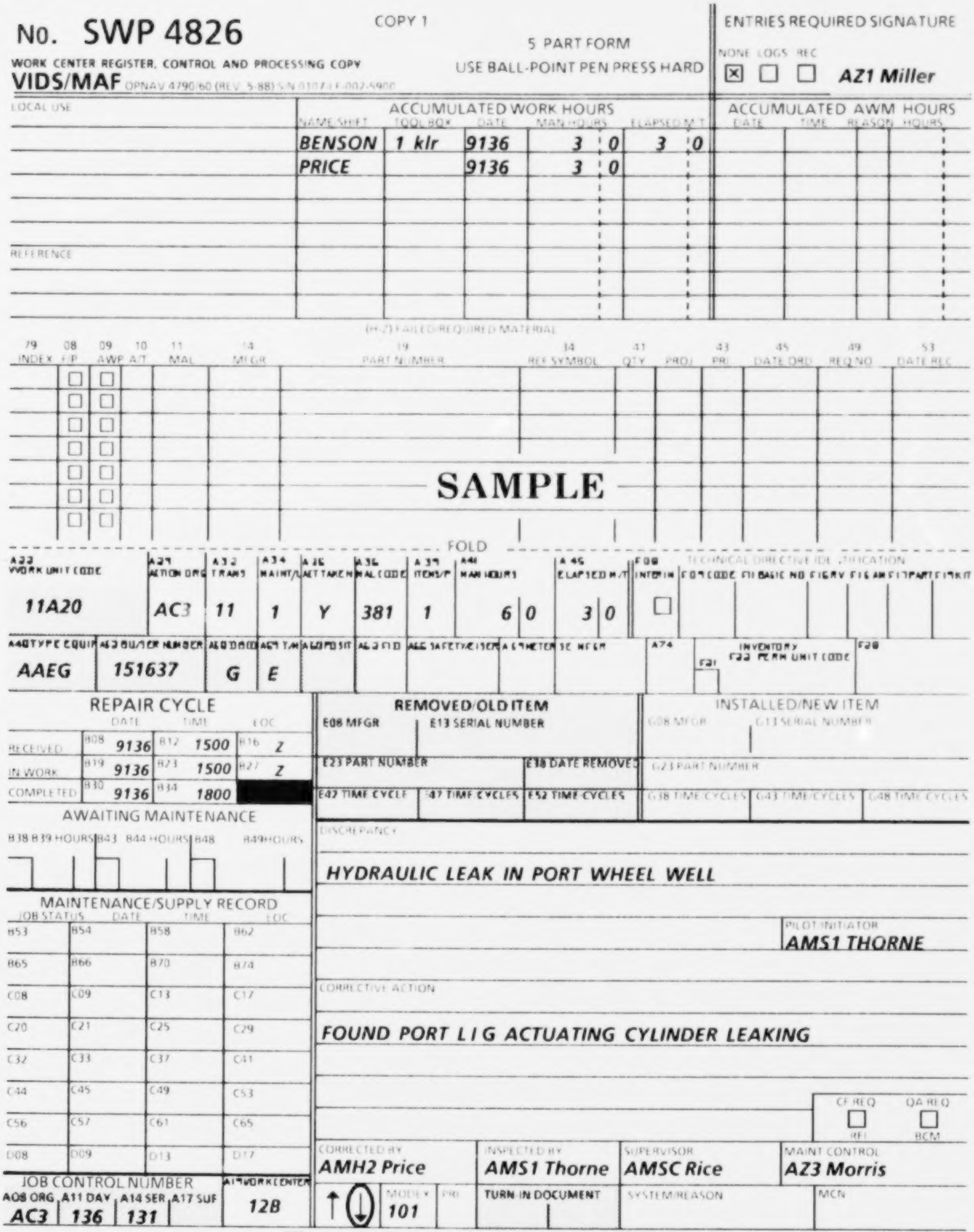
A08 through A14 - Enter the assigned JCN; must be the same as is documented on the repair document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Miller

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	1 klr	9136	3 0	3 0
PRICE		9136	3 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
11A20	AC3	11	1	Y	381	1	6 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 RV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER								A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	G	E							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9136	B12 1500	B16 Z
IN WORK	B19 9136	B23 1500	B27 Z
COMPLETED	B30 9136	B34 1800	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME CYCLES

DISCREPANCY

HYDRAULIC LEAK IN PORT WHEEL WELL

PILOT/INITIATOR: AMS1 THORNE

CORRECTIVE ACTION

FOUND PORT L/G ACTUATING CYLINDER LEAKING

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMH2 Price	AMS1 Thorne	AMSC Rice	AZ3 Morris

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	136	131		12B

↑ ⓘ MODEX 101 | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-49 Excessive Troubleshooting

On-Equipment Repair (Figure 6-51)

Figure 6-51 (6.5.1.1) is an example of a VIDS/MAF documented for on-equipment repair.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable. Blocks B08 and B12 will be the same as blocks B30 and B34 of the excessive troubleshooting document.

B38 through D17 - Enter the AWM reason codes and hours if applicable.

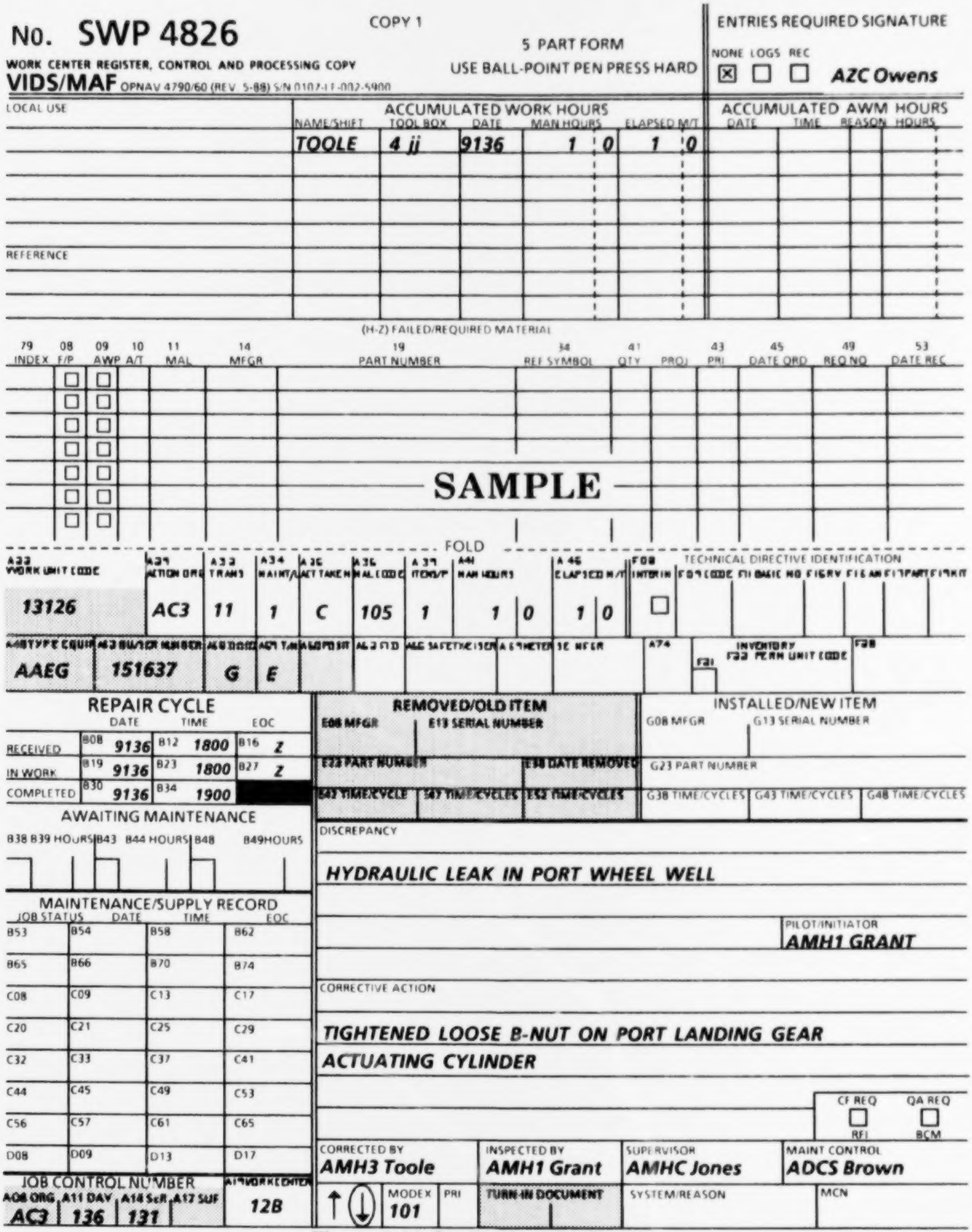
A08 through A14 Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ *AZC Owens*

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
TOOLE	*4 jj*	*9136*	*1 0*	*1 0*

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13126	*AC3*	*11*	*1*	*C*	*105*	*1*	*1 0*	*1 0*	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 EOC CODE	A59 ACT TM	A60 POSIT	A62 FID	A66 SAFETY/E SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	*151637*	*G*	*E*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *9136*	B12 *1800*	B16 *Z*
IN WORK	B19 *9136*	B23 *1800*	B27 *Z*
COMPLETED	B30 *9136*	B34 *1900*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	*136*	*131*		*12B*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

HYDRAULIC LEAK IN PORT WHEEL WELL

PILOT/INITIATOR *AMH1 GRANT*

CORRECTIVE ACTION

TIGHTENED LOOSE B-NUT ON PORT LANDING GEAR
ACTUATING CYLINDER

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMH3 Toole	*AMH1 Grant*	*AMHC Jones*	*ADCS Brown*

↑ (↓) MODEX *101* PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-51 On-Equipment Repair

[A] On-Equipment Repair (Repairable Component Replacement) (Figure 6-51B)

Figure 6-51B (6.5.1.1A) is an example of a VIDS/MAF documented for on-equipment repair involving replacement of a repairable component.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

B38 through D17 - Enter the AWM reason codes and hours and Maintenance/Supply Record data if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

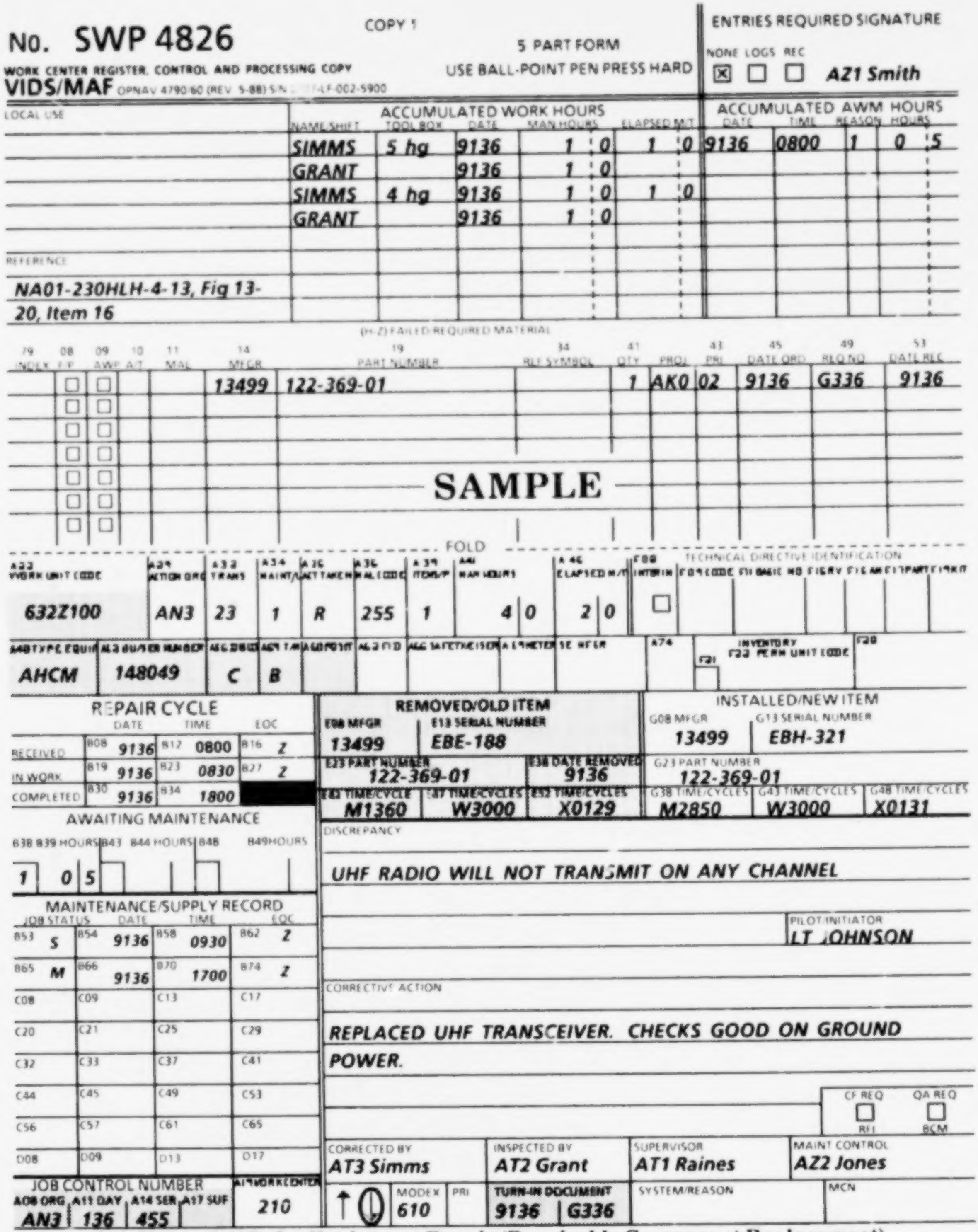
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE
NONE ☒ LOGS ☐ REC ☐ AZ1 Smith

LOCAL USE

REFERENCE
NA01-230HLH-4-13, Fig 13-20, Item 16

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SIMMS	5 hg	9136	1 0	1 0
GRANT		9136	1 0	
SIMMS	4 hg	9136	1 0	1 0
GRANT		9136	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9136	0800	1	0 5

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			13499	122-369-01		1	AK0	02	9136	G336	9136
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F00 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
632Z100	AN3	23	1	R	255	1	4 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A46 DISC	A47 T/M	A48 POS/IT	A62 FID	A66 SAFETY/EI/SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AHCM	148049	C	B							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9136	B12 0800	B16 Z
IN WORK	B19 9136	B23 0830	B27 Z
COMPLETED	B30 9136	B34 1800	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
13499	EBE-188	
E23 PART NUMBER 122-369-01		E38 DATE REMOVED 9136
E42 TIME/CYCLE M1360	E47 TIME/CYCLES W3000	E52 TIME/CYCLES X0129

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
13499	EBH-321	
G23 PART NUMBER 122-369-01		
G38 TIME/CYCLES M2850	G43 TIME/CYCLES W3000	G48 TIME/CYCLES X0131

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
1	0 5				

DISCREPANCY
UHF RADIO WILL NOT TRANSMIT ON ANY CHANNEL

PILOT/INITIATOR
LT JOHNSON

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9136	B58 0930	B62 Z
B65 M	B66 9136	B70 1700	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION
REPLACED UHF TRANSCEIVER. CHECKS GOOD ON GROUND POWER.

CF REQ ☐ RFI   QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 Simms	AT2 Grant	AT1 Raines	AZ2 Jones

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A WORK CENTER		MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
AN3	136	455		210	↑ 0	610		9136 G336		

[A] Figure 6-51B On-Equipment Repair (Repairable Component Replacement)

Turn-In of Repairables and Locally Repaired Consumables (Figure 6-53)

Figure 6-53 (6.5.1.2) is an example of a VIDS/MAF used to document a turn-in and subsequent IMA processing of a repairable/locally repaired consumable component. The VIDS/MAF will be completed in accordance with paragraph 6.2.4 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center.

A22 - Enter the appropriate WUC.

A36 Enter the conditional malfunction description code from the primary VIDS/MAF if applicable, otherwise leave blank (Appendix I).

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

A65 - Enter the safety/EI serial number if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item. E47 indicates the removal of a warranted item. E52 indicates the contract number.

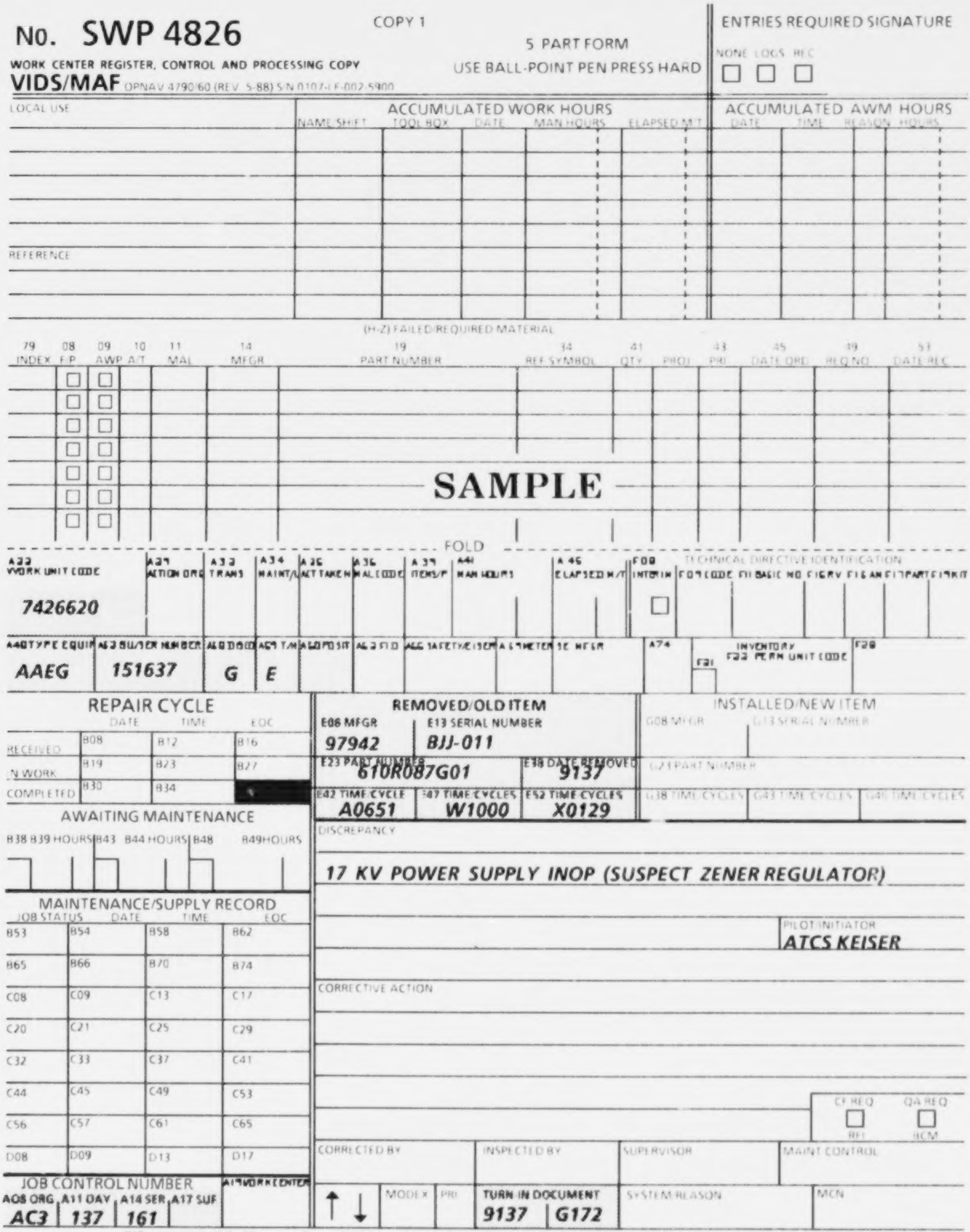
A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

NOTE

If an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.



No. SWP 4826

COPY 1

5 PART FORM

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ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE: 7426620

A29 ACTION ORG | A32 TRANS | A34 MAINT/L | A35 ACT TAKEN | A36 MAL CODE | A39 ITEMS/P | A41 MAN HOURS | A45 ELAPSED M/T | F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP: AAEG

A43 BU/SER NUMBER: 151637

A49 DODC: G

A50 T/M: E

A51 POSIT | A53 FID | A55 SAFETY/EI SER | A57 METER | SE MFGR | A74 | F21 | INVENTORY F22 PERM UNIT CODE | F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: 97942

E13 SERIAL NUMBER: BJJ-011

E23 PART NUMBER: 610R087G01

E38 DATE REMOVED: 9137

E42 TIME CYCLE: A0651

E47 TIME CYCLES: W1000

E52 TIME CYCLES: X0129

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

17 KV POWER SUPPLY INOP (SUSPECT ZENER REGULATOR)

PILOT/INITIATOR: ATCS KEISER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ REI

QA REQ ☐ RCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG: AC3

A11 DAY: 137

A14 SER: 161

A17 SUF

A19 WORK CENTER

↑ ↓ | MODEX | PRI

TURN-IN DOCUMENT: 9137 G172

SYSTEM REASON | MCN

Figure 6-53 Turn-In of Repairables and Locally Repaired Consumables

Component Received NonRFI and Installed (Figure 6-55)

Figure 6-55 (6.5.1.3) is an example of a VIDS/MAF documented when a component is received nonRFI and installed.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) as appropriate.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code; as applies to the nonRFI item received from supply (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code, must be Y (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Enter the appropriate data if applicable.

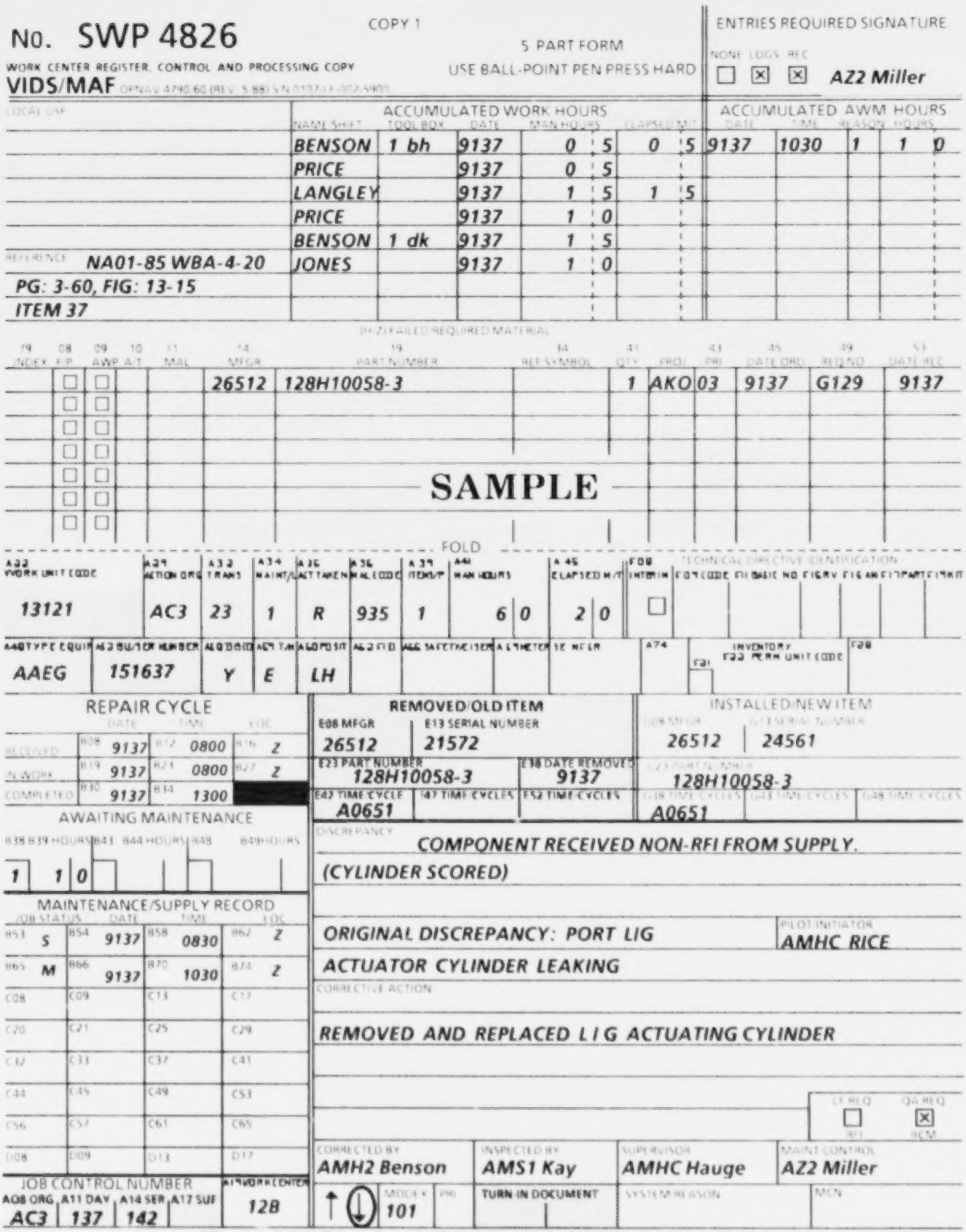
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790.60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Miller

LOCAL USE

REFERENCE NA01-85 WBA-4-20

PG: 3-60, FIG: 13-15

ITEM 37

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	1 bh	9137	0 5	0 5
PRICE		9137	0 5	
LANGLEY		9137	1 5	1 5
PRICE		9137	1 0	
BENSON	1 dk	9137	1 5	
JONES		9137	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9137	1030	1	1 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			26512	128H10058-3		1	AKO	03	9137	G129	9137
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F07 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13121	AC3	23	1	R	935	1	6 0	2 0	☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DODG	A51 T/M	A52 POSIT	A62 FID	A66 SAFETY/C/SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	Y	E	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9137	B12 0800	B16 Z
IN WORK	B19 9137	B23 0800	B27 Z
COMPLETED	B30 9137	B34 1300	

REMOVED/OLD ITEM

E08 MFGR 26512

E13 SERIAL NUMBER 21572

E23 PART NUMBER 128H10058-3

E38 DATE REMOVED 9137

E42 TIME CYCLE A0651

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR 26512

G13 SERIAL NUMBER 24561

G23 PART NUMBER 128H10058-3

G38 TIME CYCLES A0651

G43 TIME CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
1	1 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9137	B58 0830	B62 Z
B65 M	B66 9137	B70 1030	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPONENT RECEIVED NON-RFI FROM SUPPLY.

(CYLINDER SCORED)

ORIGINAL DISCREPANCY: PORT LIG

ACTUATOR CYLINDER LEAKING

PILOT/INITIATOR AMHC RICE

CORRECTIVE ACTION

REMOVED AND REPLACED L/G ACTUATING CYLINDER

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY AMH2 Benson

INSPECTED BY AMS1 Kay

SUPERVISOR AMHC Hauge

MAINT CONTROL AZ2 Miller

JOB CONTROL NUMBER

A08 ORG AC3

A11 DAY 137

A14 SER 142

A17 SUF

A19 WORK CENTER 128

↑ [✓ ↓]

MODEX 101

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-55 Component Received NonRFI and Installed

Component Received Missing SRC Card (Figure 6-57)

Figure 6-57 (6.5.1.4) is an example of a VIDS/MAF documented for turn-in of a component that is missing the SRC card. The component was received and installed.

A22 - Enter the appropriate WUC.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code, must be Y (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

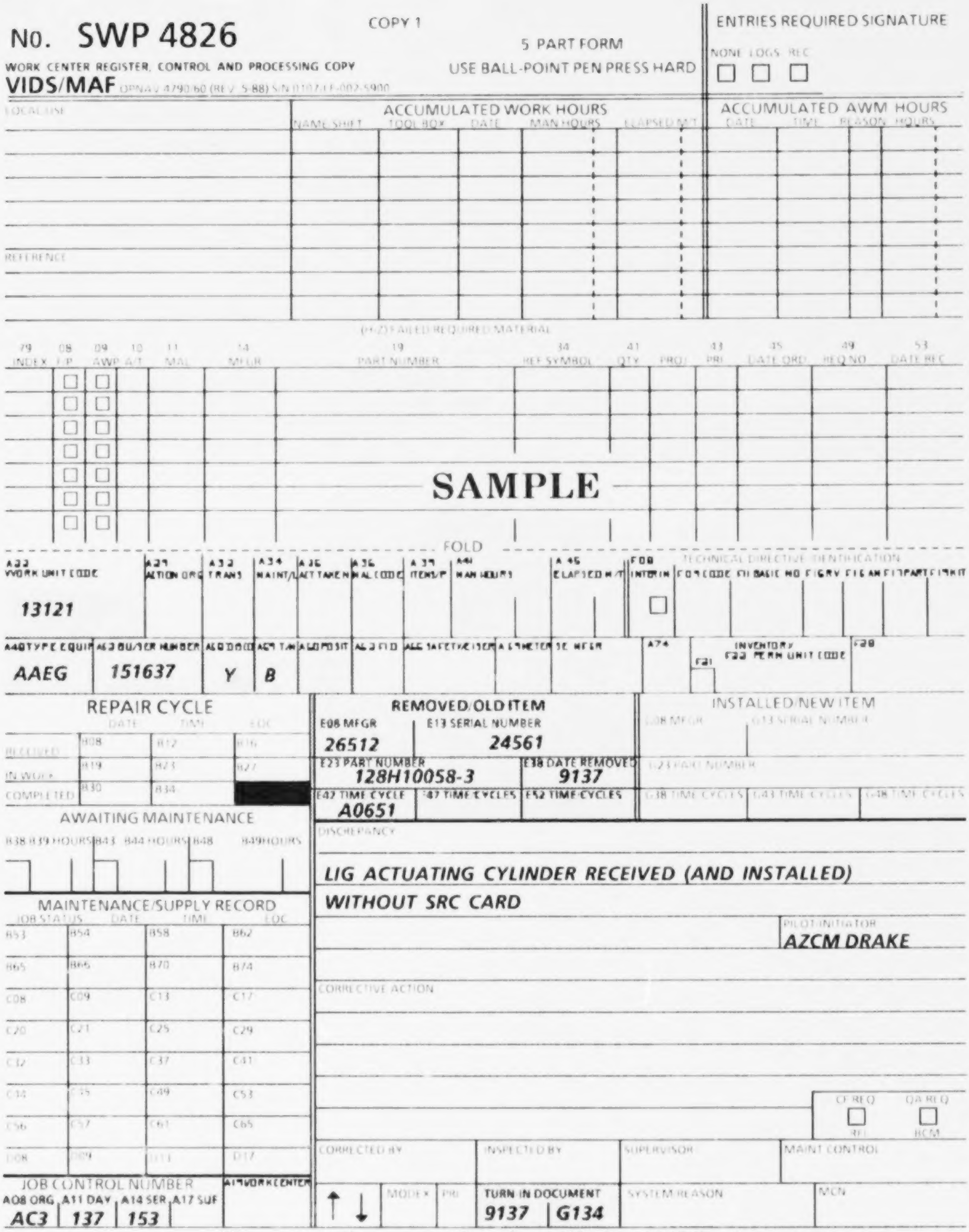
A60 - Enter the PSI if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
13121									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DOD	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/E ISER	A58 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	Y	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	137	153		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
26512	24561

E23 PART NUMBER	E38 DATE REMOVED
128H10058-3	9137

E42 TIME CYCLE	E47 TIME CYCLES	E52 TIME CYCLES
A0651		

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES G43 TIME CYCLES G48 TIME CYCLES

DISCREPANCY

LIG ACTUATING CYLINDER RECEIVED (AND INSTALLED)

WITHOUT SRC CARD

PILOT/INITIATOR AZCM DRAKE

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ ↓ MODEX PRI

TURN IN DOCUMENT 9137 G134

SYSTEM REASON

MCN

Figure 6-57 Component Received Missing SRC Card

Cannibalization Action VIDS/MAF (Figure 6-59)

Figure 6-59 (6.5.1.5) is an example of a VIDS/MAF documented for cannibalization action. The removal/installation of items for cannibalization will be documented on one VIDS/MAF using procedures listed in paragraph 6.2.4, except as noted below.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Record supply requisition(s) if applicable.

A22 - Enter the specific WUC of the item being cannibalized.

A29 - Enter the appropriate O-level organization code.

A32 - Enter 18 on all end items except engine components (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be T (Appendix E).

A36 - Malfunction description code; must be 812, 813, or 814 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter the EOC code if SCIR related.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Enter the AWM reason code and hours if applicable.

B53 through D17 - Enter the appropriate data as applicable.

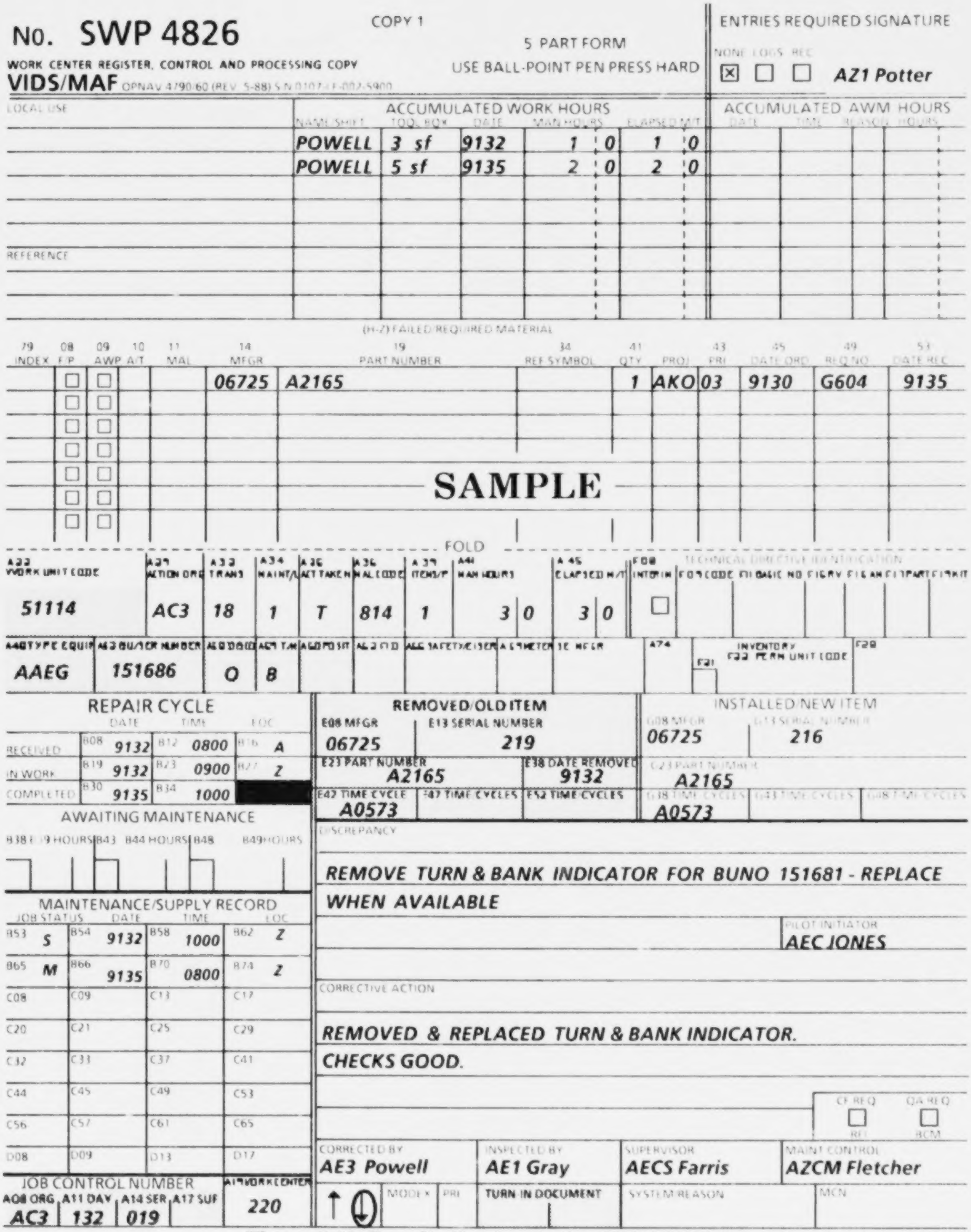
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Potter

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
POWELL	3 sf	9132	1.0	1.0
POWELL	5 sf	9135	2.0	2.0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			06725	A2165		1	AKO	03	9130	G604	9135
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A37 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
51114	AC3	18	1	T	814	1	3.0	3.0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151686	O	B									

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08 9132	B12 0800	B16 A
IN WORK	B19 9132	B23 0900	B27 Z
COMPLETED	B30 9135	B34 1000	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53 S	B54 9132	B58 1000	B62 Z
B65 M	B66 9135	B70 0800	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	132	019		220

REMOVED/OLD ITEM

E08 MFGR 06725

E13 SERIAL NUMBER 219

E23 PART NUMBER A2165

E38 DATE REMOVED 9132

E42 TIME CYCLE A0573

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR 06725

G13 SERIAL NUMBER 216

G23 PART NUMBER A2165

G38 TIME CYCLES A0573

G43 TIME CYCLES

G48 TIME CYCLES

DISCREPANCY

REMOVE TURN & BANK INDICATOR FOR BUNO 151681 - REPLACE WHEN AVAILABLE

PILOT INITIATOR AEC JONES

CORRECTIVE ACTION

REMOVED & REPLACED TURN & BANK INDICATOR. CHECKS GOOD.

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE3 Powell	AE1 Gray	AECS Farris	AZCM Fletcher

↑ ⓛ MODEX PRI TURN IN DOCUMENT SYSTEM REASON MCN

Figure 6-59 Cannibalization Action VIDS/MAF

Matched System (Component 1) (Figure 6-61)

Figure 6-61 (6.5.1.6) is an example of a VIDS/MAF documented for a component of a matched system.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the specific WUC of the item being processed.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter the EOC code if SCIR related.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Enter the AWM reason code and hours if applicable.

B53 through D17 - Enter the appropriate data as applicable.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Musil

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M.T.
NELSON	3 lcb	9133	0 5	0 5
NELSON	3 lcb	9133	0 5	0 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			82598	1268		1	AK7	03	9133	G562	9133
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
7236100	AC1	23	1	R	383	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 D	A50 T/M	A51 POSIT	A53 FID	A55 SAFETY/EI SER	A61 METER	A66 MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151687	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9133	B12 1400	B16 B
IN WORK	B19 9133	B23 1400	B27 B
COMPLETED	B30 9133	B34 1615	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9133	B58 1430	B62 B
B65 M	B66 9133	B70 1545	B74 B
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC1	133	021		210

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
82598	68

E23 PART NUMBER	E38 DATE REMOVED
1268	9133

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M0425		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
82598	92

G23 PART NUMBER
1268

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M0167		

DISCREPANCY

RADAR ALTIMETER READS ABOVE PRESSURE ALTIMETER BY 150'

PILOT/INITIATOR
AZCM ALLRICK

MATCHED SET SEE JCN AC1-133-022

CORRECTIVE ACTION

REMOVED & REPLACED RT601 / APN 141. CHECKS GOOD.

CF REQ ☐ RFI   QA REQ ☐ RCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Nelson	AT1 Childs	ATC Briggs	AZ2 Potter

↑↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN

Figure 6-61 Matched System (Component 1)

Matched System (Component 2) (Figure 6-63)

Figure 6-63 (6.5.1.6) is an example of a VIDS/MAF documented for a component of a matched system.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the specific WUC of the item being processed.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter the EOC code if SCIR related.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Enter the AWM reason code and hours if applicable.

B53 through D17 - Enter the appropriate data as applicable.

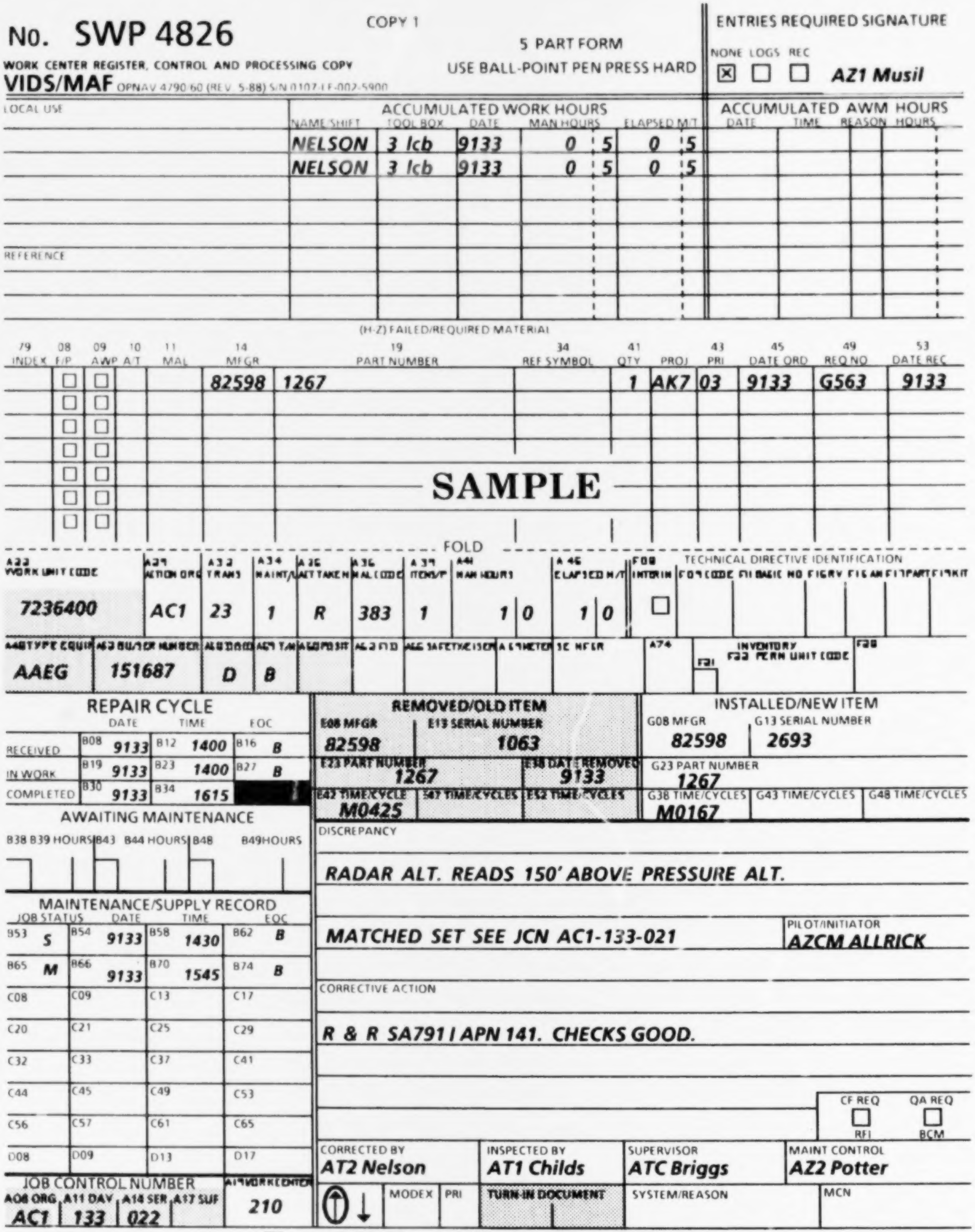
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Musil

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
NELSON	3 lcb	9133	0 5	0 5
NELSON	3 lcb	9133	0 5	0 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			82598	1267		1	AK7	03	9133	G563	9133
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
7236400	AC1	23	1	R	383	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A67 METER	A70 HFER	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151687	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9133	B12 1400	B16 B
IN WORK	B19 9133	B23 1400	B27 B
COMPLETED	B30 9133	B34 1615	

REMOVED/OLD ITEM

E08 MFGR 82598

E13 SERIAL NUMBER 1063

E23 PART NUMBER 1267

E38 DATE REMOVED 9133

E42 TIME/CYCLE M0425

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 82598

G13 SERIAL NUMBER 2693

G23 PART NUMBER 1267

G38 TIME/CYCLES M0167

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9133	B58 1430	B62 B
B65 M	B66 9133	B70 1545	B74 B
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

RADAR ALT. READS 150' ABOVE PRESSURE ALT.

MATCHED SET SEE JCN AC1-133-021

PILOT/INITIATOR AZCM ALLRICK

CORRECTIVE ACTION

R & R SA791 / APN 141. CHECKS GOOD.

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Nelson	AT1 Childs	ATC Briggs	AZ2 Potter

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC1	133	022		210

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-63 Matched System (Component 2)

Assisting Work Center (Figure 6-65)

Figure 6-65 (6.5.1.7) is an example of a VIDS/MAF documented by an assisting work center.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of times the assist action in block A35 was taken against the WUC entered in block A22, providing the WUC is different from that used by the primary work center. If the WUC is the same, enter 0 in this block.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be V (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. {A} Enter the EOC code, if applicable, when the WUC is different from that used by the primary work center.

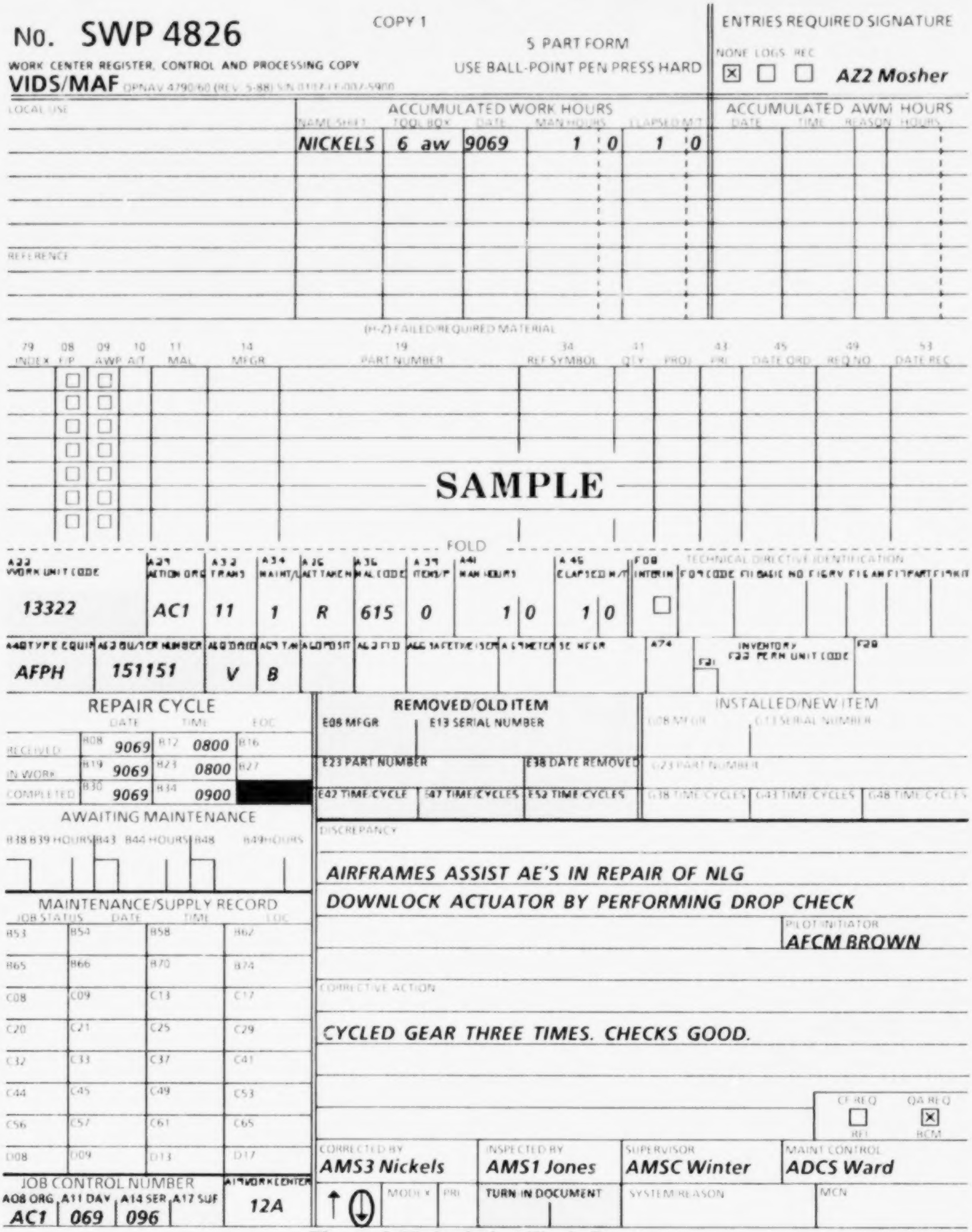
A08 through A14 - Enter the assigned JCN; must be the same as the primary work center VIDS/MAF.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-007-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Mosher

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
NICKELS	6 aw	9069	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
13322	AC1	11	1	R	615	0	1 0	1 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCO	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
AFPH	151151	V	B							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9069	B12 0800	B16
IN WORK	B19 9069	B23 0800	B27
COMPLETED	B30 9069	B34 0900	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC1	069	096		12A

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME CYCLES

DISCREPANCY

AIRFRAMES ASSIST AE'S IN REPAIR OF NLG
DOWNLOCK ACTUATOR BY PERFORMING DROP CHECK

PILOT/INITIATOR: AFCM BROWN

CORRECTIVE ACTION

CYCLED GEAR THREE TIMES. CHECKS GOOD.

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS3 Nickels	AMS1 Jones	AMSC Winter	ADCS Ward

MODEX | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-65 Assisting Work Center

Facilitate Other Maintenance Action (Figure 6-67)

Figure 6-67 (6.5.1.8) is an example of a VIDS/MAF documented for a FOM action. The FOM action is documented in accordance with paragraph 6.2.4 except as noted below.

LOCAL USE - When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 or must be 12 if for engine/engine components (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be S (Appendix E).

A36 - Malfunction description code; must be 800 (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Enter the EOC code if SCIR related.

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

B53 through D17 - Make the appropriate entries if applicable.

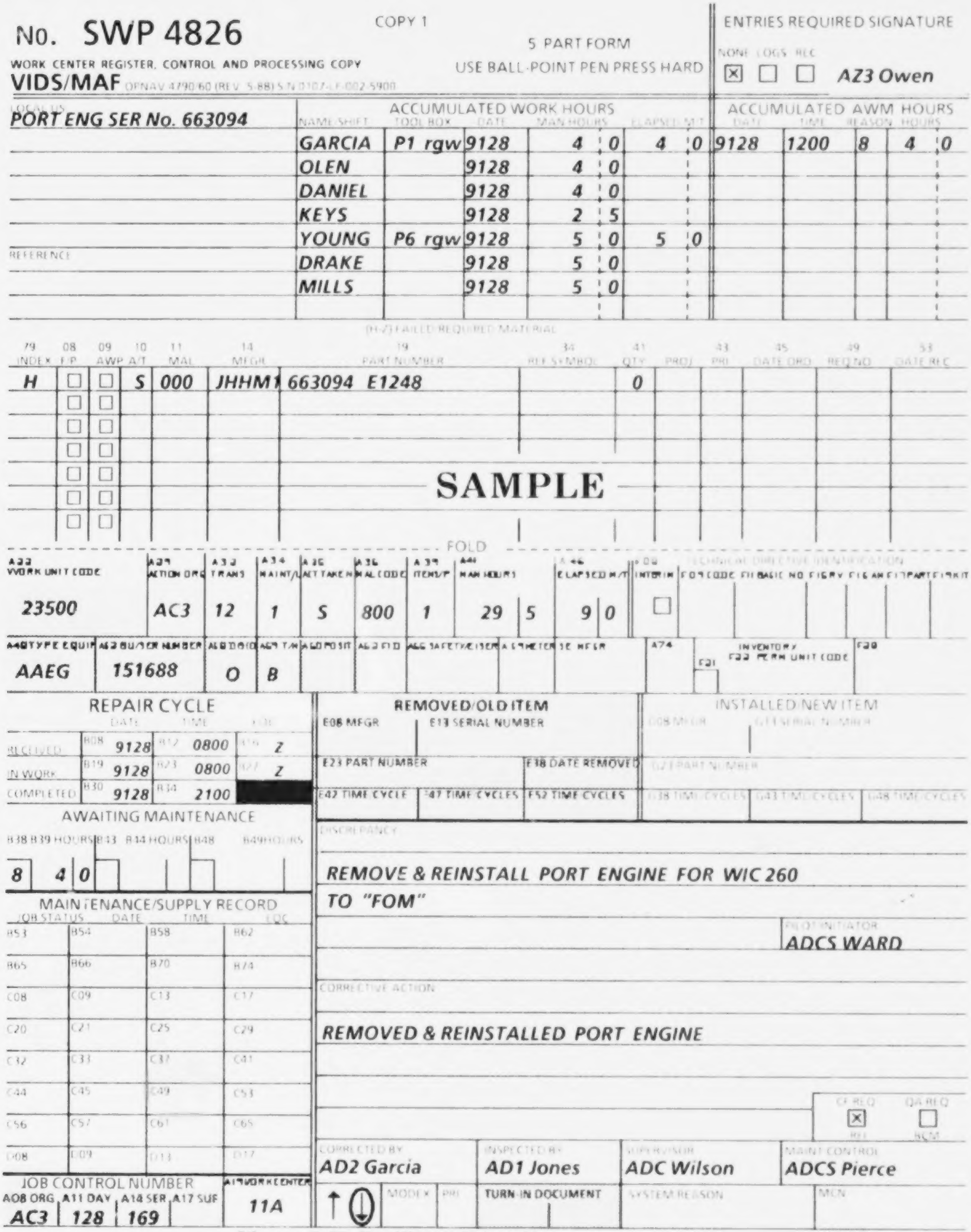
A08 through A14 - Use the same JCN as the primary maintenance action.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Owen

LOCAL US

PORT ENG SER No. 663094

REFERENCE

ACCUMULATED WORK HOURS / ACCUMULATED AWM HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
GARCIA	P1 rgw	9128	4 0	4 0	9128	1200	8	4 0
OLEN		9128	4 0					
DANIEL		9128	4 0					
KEYS		9128	2 5					
YOUNG	P6 rgw	9128	5 0	5 0				
DRAKE		9128	5 0					
MILLS		9128	5 0					

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	S	000	JHHM1	663094 E1248		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
23500	AC3	12	1	S	800	1	29 5	9 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DOD	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151688	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9128	B12 0800	B16 Z
IN WORK	B19 9128	B23 0800	B27 Z
COMPLETED	B30 9128	B34 2100	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
8	4 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	128	169		11A

REMOVED/OLD ITEM

E08 MFGR
E13 SERIAL NUMBER
E23 PART NUMBER
E38 DATE REMOVED
E42 TIME CYCLE
E47 TIME CYCLES
E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR
G13 SERIAL NUMBER
G23 PART NUMBER
G38 TIME CYCLES
G43 TIME CYCLES
G48 TIME CYCLES

DISCREPANCY

REMOVE & REINSTALL PORT ENGINE FOR WIC 260
TO "FOM"

PILOT/INITIATOR
ADCS WARD

CORRECTIVE ACTION

REMOVED & REINSTALLED PORT ENGINE

CF REQ ☒ REL
QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Garcia	AD1 Jones	ADC Wilson	ADCS Pierce

↑ ⓛ MODEX PRI TURN-IN DOCUMENT SYSTEM REASON MCN

Figure 6-67 Facilitate Other Maintenance Action

Wheel and Tire Documentation (Figure 6-69)

Figure 6-69 (6.5.1.9) is an example of a VIDS/MAF documented for a wheel and tire assembly. The wheel will be documented by O-level activities as the major repairable component in the removed item and installed item blocks of the VIDS/MAF. Documentation procedures will be in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable. This block will be used for requisitioning wheel/tires on a one-for-one basis.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

E08 through E52 - Enter the manufacturer's code for the removed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was removed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).

G08 through G48 - Enter the manufacturer's code for the installed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was installed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).

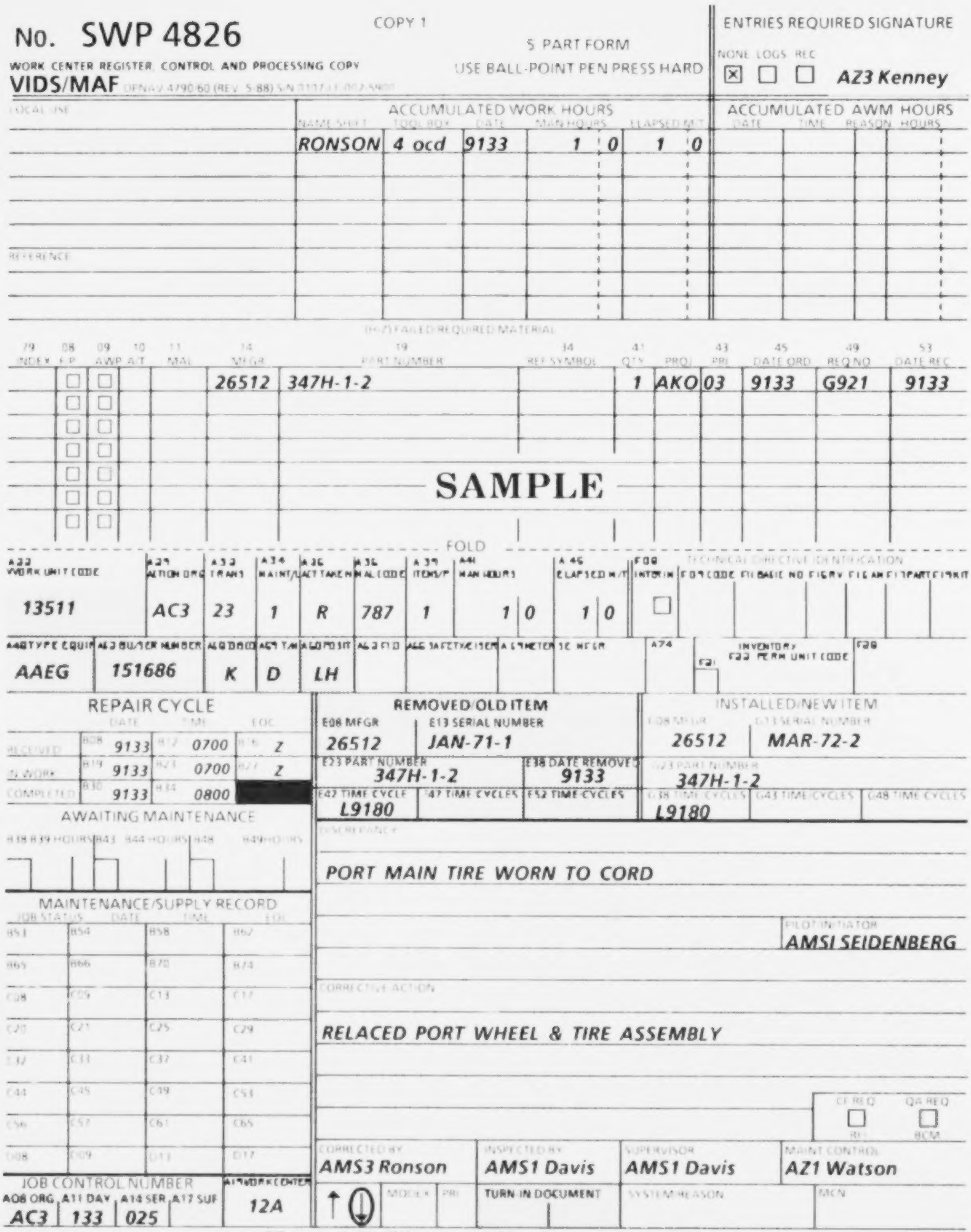
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED INSPECTED SUPERVISOR MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Kenney

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
RONSON	4 ocd	9133	1 0	1 0				

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			26512	347H-1-2		1	AKO	03	9133	G921	9133
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F19 KIT
13511	AC3	23	1	R	787	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/E ISEP	A67 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151686	K	D	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9133	B12 0700	B16 Z
IN WORK	B19 9133	B23 0700	B27 Z
COMPLETED	B30 9133	B34 0800	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER		
26512	JAN-71-1		
E23 PART NUMBER		E38 DATE REMOVED	
347H-1-2		9133	
E42 TIME CYCLE	E47 TIME CYCLES	E52 TIME CYCLES	
L9180			

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
26512	MAR-72-2	
G23 PART NUMBER		
347H-1-2		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME CYCLES
L9180		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PORT MAIN TIRE WORN TO CORD

PILOT/INITIATOR AMSI SEIDENBERG

CORRECTIVE ACTION

RELACED PORT WHEEL & TIRE ASSEMBLY

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS3 Ronson	AMS1 Davis	AMS1 Davis	AZ1 Watson

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	133	025		12A

↑ ⇓ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 6-69 Wheel and Tire Documentation

Wheel and Tire Turn-In Document (Figure 6-71)

Figure 6-71 (6.5.1.9) is an example of a VIDS/MAF documented for a wheel and tire assembly turn-in. Documentation procedures will be in accordance with paragraph 6.2.4 except as noted below:

A22 - Enter the appropriate WUC.

A36 - Enter the conditional malfunction description code from the primary VIDS/MAF if applicable, otherwise leave blank (Appendix I).

A48 - Enter the TEC for the aircraft.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

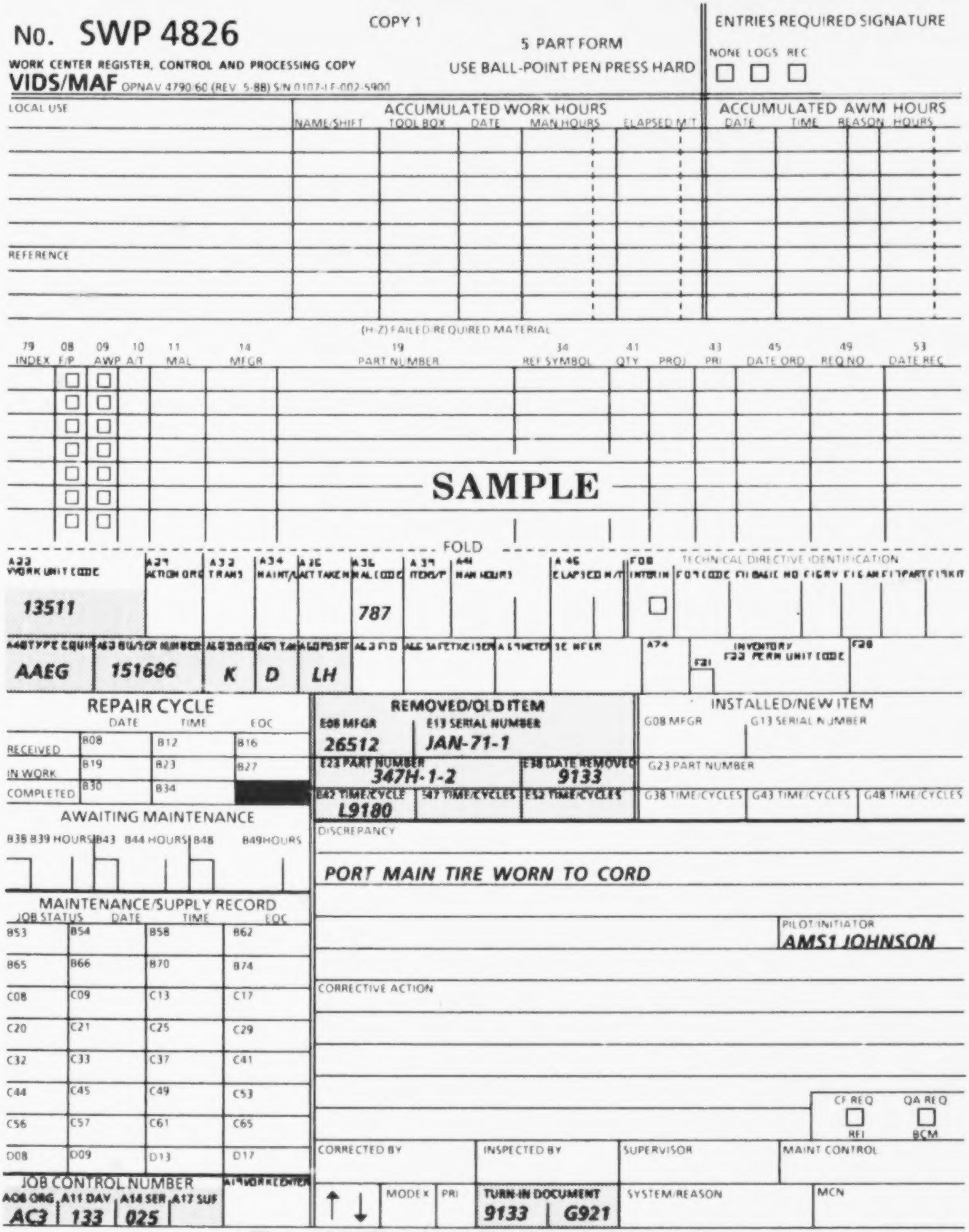
A60 - Enter the PSI if applicable.

E08 through E52 - Enter the manufacturer's code for the removed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was removed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.



No. SWP 4826

COPY 1

5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A23 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13511					787				☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 [illegible]	A59 TM	A60 POSIT	A62 FID	A65 SAFETY/E ISSN	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151686	K	D	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
26512	JAN-71-1	
E23 PART NUMBER		E38 DATE REMOVED
347H-1-2		9133
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
L9180		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

PORT MAIN TIRE WORN TO CORD

PILOT/INITIATOR

AMS1 JOHNSON

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	133	025		

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9133	G921		

Figure 6-71 Wheel and Tire Turn-In Document

{R} Aircraft Transfer or Strike (Close Out) (Figure 6-73)

Figure 6-73 (6.5.1.10) is an example of a VIDS/MAF documented for an aircraft {R} that is transferred or stricken. All data blocks will be completed in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be {R} N, O, or W (Appendix E).

A36 - Enter appropriate malfunction description code based on the discrepancy involved (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended on the maintenance action, if any, prior to the {R} transfer or strike. If none, enter 0.

A45 - Enter the total EMT on the maintenance action, if any, prior to the {R} transfer or strike. If none, enter 0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time of {R} transfer or strike. Enter the EOC code if SCIR related.

B38 through B49 - Enter the appropriate data (only if SCIR impacted).

B53 through D17 - Make the appropriate entries if applicable.

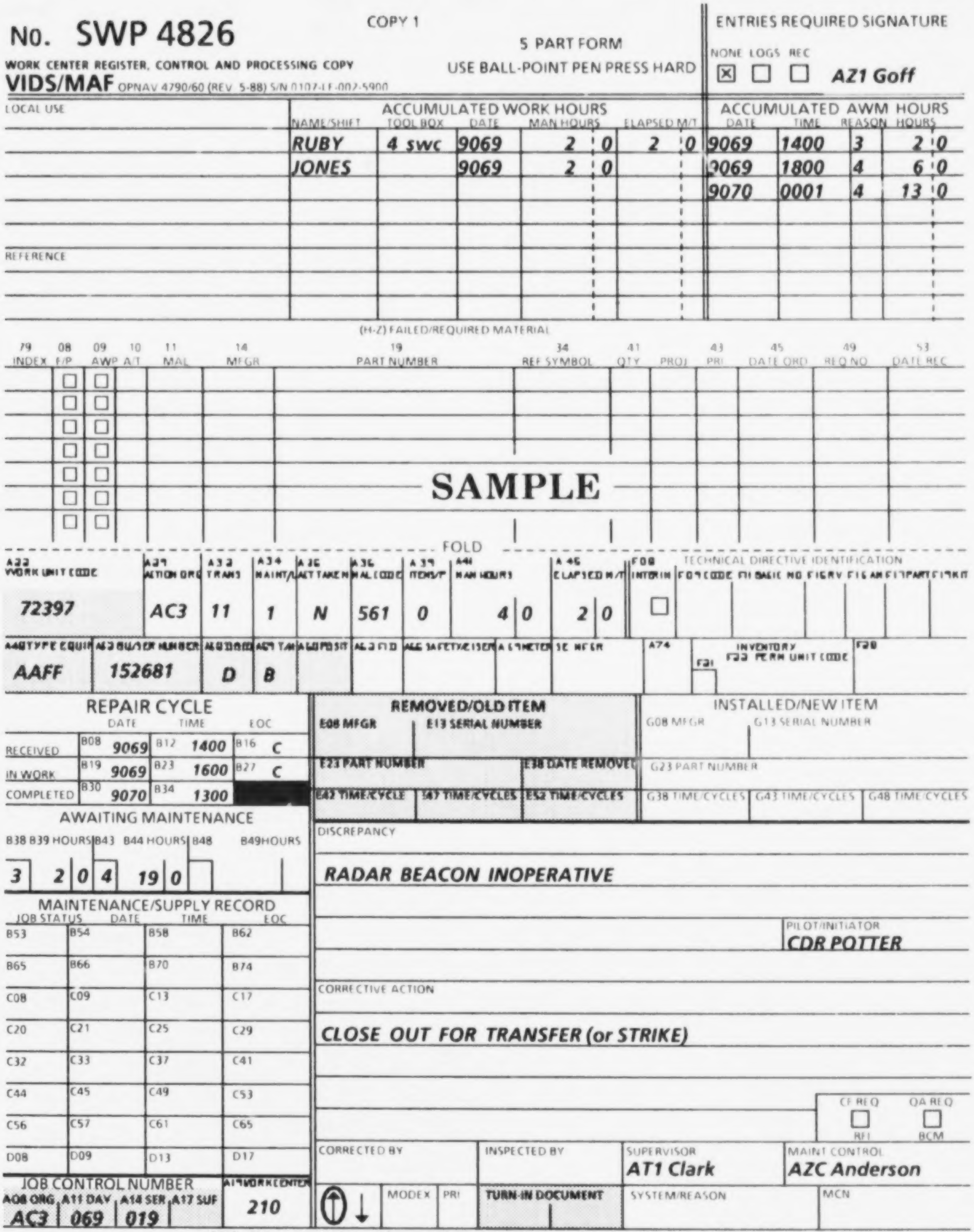
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter {R} a note indicating whether the VIDS/MAF was closed out for transfer or strike.

SUPERVISOR - Enter the appropriate signature and rate.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Goff

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
RUBY	4 swc	9069	2 0	2 0	9069	1400	3	2 0
JONES		9069	2 0		9069	1800	4	6 0
					9070	0001	4	13 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
72397	AC3	11	1	N	561	0	4 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 W/D	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAFF	152681	D	B							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9069	B12 1400	B16 C
IN WORK	B19 9069	B23 1600	B27 C
COMPLETED	B30 9070	B34 1300	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49HOURS
3	2 0	4	19 0		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	069	019		210

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

RADAR BEACON INOPERATIVE

PILOT/INITIATOR CDR POTTER

CORRECTIVE ACTION

CLOSE OUT FOR TRANSFER (or STRIKE)

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR AT1 Clark

MAINT CONTROL AZC Anderson

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

{R} Figure 6-73 Aircraft Transfer or Strike (Close Out)

Hosting Activity Repair Document (Figure 6-75)

Figure 6-75 (6.5.1.11) is an example of a VIDS/MAF documented for repair action by the hosting activity. The host activity will not document SCIR on transient aircraft.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code doing the repair.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Type maintenance code; must be F (Appendix H).

A60 - Enter PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B53 through D17 - Enter the applicable data.

A08 through A14 - Enter the assigned JCN. The first three positions of the JCN are always the organization code of the aircraft reporting custodian. If the organization code is not known, refer to NAMSO 4790.A7065-01 Report.

A19 - Enter the appropriate work center code (Appendix D).

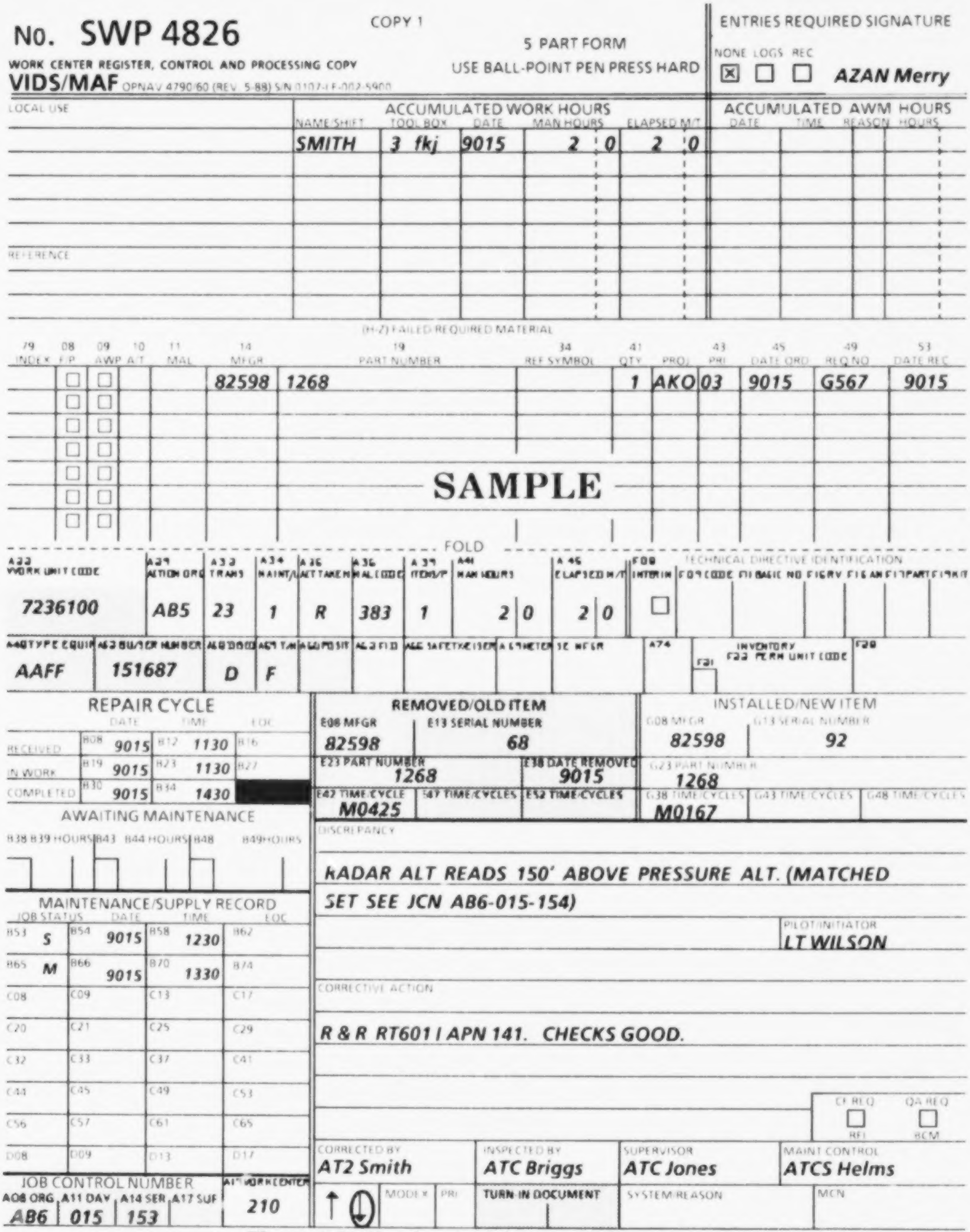
DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

NOTE

> The activity performing transient maintenance shall provide the aircraft reporting custodian with documentation necessary to report SCIR and to update aircraft logbooks/records. This documentation shall include but is not limited to a legible VIDS/MAF Copy 4 for each maintenance action performed, SRC Cards, AESRs, etc. These documents shall be forwarded to the reporting custodian via the most expeditious means to ensure timely reporting of aviation MDS data. To supply the transient aircraft parent organization with necessary records of aircraft/engine repair or TD that may have been initiated or completed, it is necessary to ensure the VIDS/MAF Copy 4, with all transactions completed, is sent with the transient aircraft when it departs.



No. SWP 4826
COPY 1
5 PART FORM
USE BALL-POINT PEN PRESS HARD
WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE
NONE ☒ LOGS ☐ REC ☐ AZAN Merry

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	3 fkj	9015	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			82598	1268		1	AKO	03	9015	G567	9015
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
7236100	AB5	23	1	R	383	1	2 0	2 0	☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49	A51 T/M	A52 POSIT	A53 FID	SAFETY/EI/SER	METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAFF	151687	D	F							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9015	B12 1130	B16
IN WORK	B19 9015	B23 1130	B27
COMPLETED	B30 9015	B34 1430	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
82598	68

E23 PART NUMBER	E38 DATE REMOVED
1268	9015

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M0425		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
82598	92

G23 PART NUMBER
1268

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M0167		

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

RADAR ALT READS 150' ABOVE PRESSURE ALT. (MATCHED SET SEE JCN AB6-015-154)

PILOT/INITIATOR
LT WILSON

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9015	B58 1230	B62
B65 M	B66 9015	B70 1330	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

R & R RT601 / APN 141. CHECKS GOOD.

CF REQ ☐ RFI
QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Smith	ATC Briggs	ATC Jones	ATCS Helms

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
AB6	015	153		210

↑ ⓘ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 6-75 Hosting Activity Repair Document

Transient Maintenance SCIR Data (Figure 6-77)

Figure 6-77 (6.5.1.11) is an example of a VIDS/MAF documented for transient maintenance indicating SCIR data. All data blocks will be completed in accordance with paragraph 6.2.4 except as noted below. Asterisks (*) indicates those data blocks that are transcribed from VIDS/MAF Copy 4 of repair document.

A22* - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code. The action organization code will always be the same as the JCN organization code transcribed from VIDS/MAF Copy 4, or any other source provided by the activity performing the transient maintenance.

A32 - Transaction code; must be 72 (Appendix P).

A34* - Maintenance level; must be 1.

A35* - Enter the appropriate action taken code (Appendix E).

A36* - Enter the appropriate malfunction description code (Appendix I).

A48* - Enter the TEC for the equipment.

A52* - Enter the appropriate BU/SERNO.

A58* - Enter the appropriate when discovered code (Appendix R).

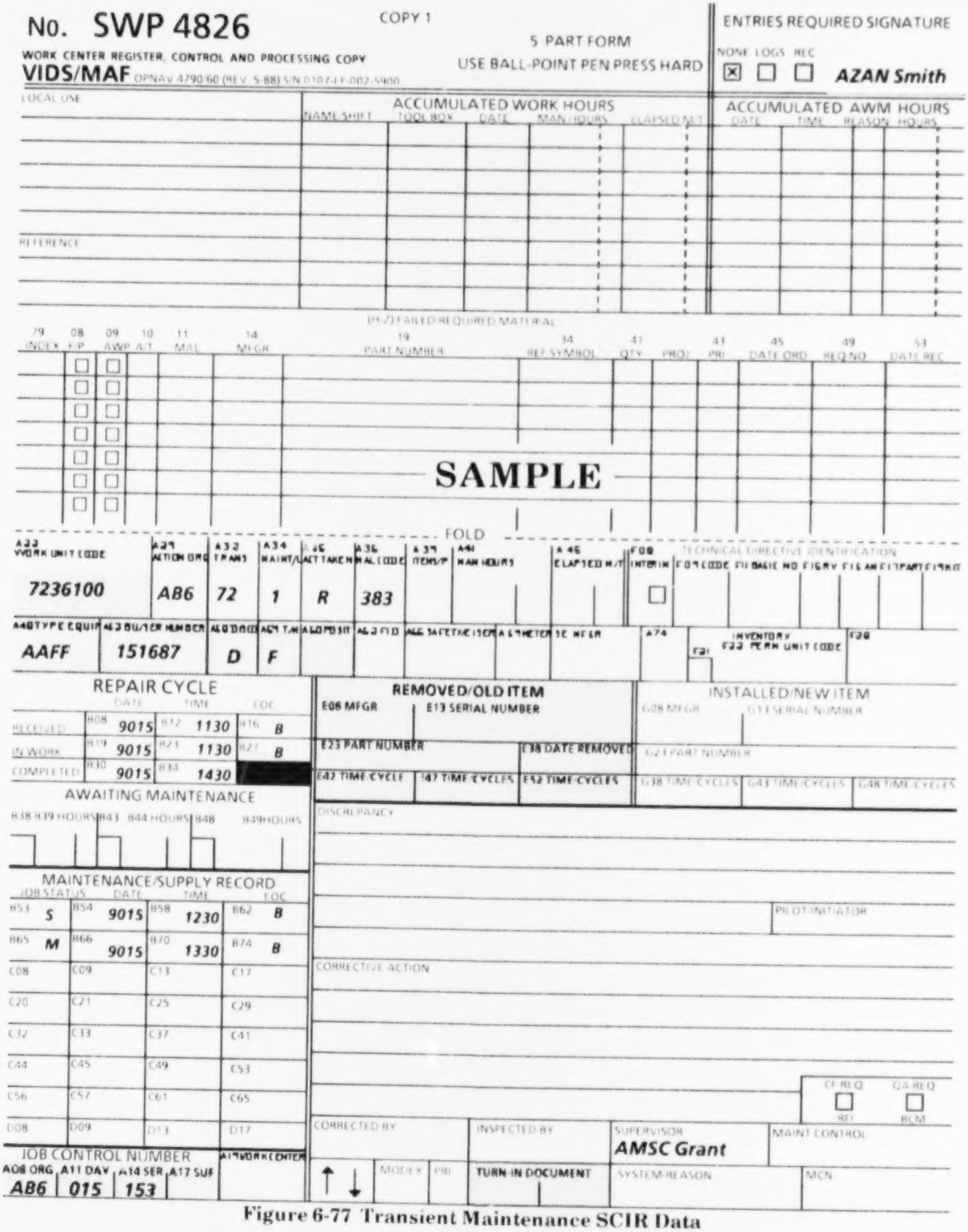
A59* - Type maintenance code; must be F (Appendix H).

B08 through B34* - Enter the Julian date and time action was initiated, reported in work, and completed. Enter EOC code.

B53 through D17* - Enter the applicable data.

A08 through A14* - Enter the assigned JCN.

SUPERVISOR - Enter the appropriate signatures and rate of the maintenance control supervisor or designated representative to authenticate validity of the data.



No. SWP 4826 COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZAN Smith

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN-HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL: 79 INDEX, 08 F/P ☐, 09 AWP ☐, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
7236100	AB6	72	1	R	383				☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 WHEN DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/E ISER	A67 METER	3E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAFF	151687	D	F									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9015	B12 1130	B16 B
IN WORK	B19 9015	B23 1130	B27 B
COMPLETED	B30 9015	B34 1430	

AWAITING MAINTENANCE

B38 B39 HOURS, B43 B44 HOURS, B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9015	B58 1230	B62 B
B65 M	B66 9015	B70 1330	B74 B
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB6	015	153		

REMOVED/OLD ITEM: E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME-CYCLE, E47 TIME-CYCLES, E52 TIME-CYCLES

INSTALLED/NEW ITEM: G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME-CYCLES, G43 TIME-CYCLES, G48 TIME-CYCLES

DISCREPANCY

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ ☐ RFI, QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR AMSC Grant

MAINT CONTROL

↑ ↓ MODEX PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-77 Transient Maintenance SCIR Data

In-Flight Maintenance (No CDI) (Figure 6-79)

Figure 6-79 (6.5.1.12) is an example of a VIDS/MAF documented for in-flight maintenance (no CDI). Maintenance performed in-flight is documented in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI as applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

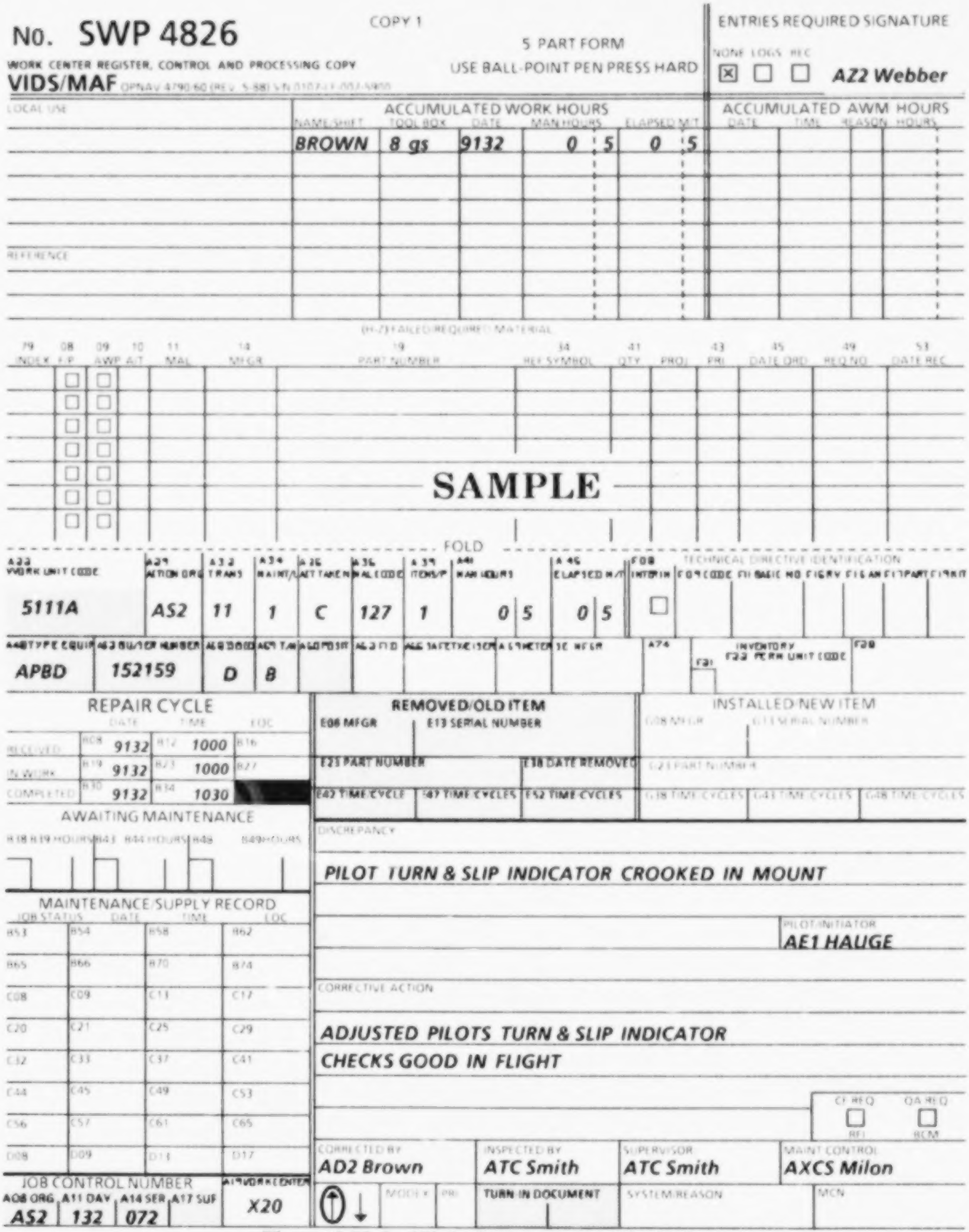
A08 through A14 - Enter the assigned JCN.

A19 - Work center code; must be X20 (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826 COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-007-9800

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Webber

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BROWN	8 gs	9132	0.5	0.5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A40 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
5111A	AS2	11	1	C	127	1	0.5	0.5	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 TIME CODE	A59 ACT T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SC MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
APBD	152159	D	8									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9132	B12 1000	B16
IN WORK	B19 9132	B23 1000	B27
COMPLETED	B30 9132	B34 1030	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E25 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G25 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B18 B19 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PILOT TURN & SLIP INDICATOR CROOKED IN MOUNT

PILOT/INITIATOR AE1 HAUGE

CORRECTIVE ACTION

ADJUSTED PILOTS TURN & SLIP INDICATOR

CHECKS GOOD IN FLIGHT

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AD2 Brown

INSPECTED BY ATC Smith

SUPERVISOR ATC Smith

MAINT CONTROL AXCS Milon

JOB CONTROL NUMBER

A08 ORG AS2 | A11 DAY 132 | A14 SER 072 | A17 SUF

A19 WORK CENTER X20

⇧ ↓ | MODEX | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-79 In-Flight Maintenance (No CDI)

Away From Home Maintenance (Excepting) (Figure 6-81)

Figure 6-81 (6.5.1.13) is an example of a VIDS/MAF documented for an away from home maintenance action excepting. All data blocks will be completed in accordance with paragraph 6.2.4 except as noted below.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

B38 through B49 - Enter appropriate data if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

B53 through D17 - Enter the appropriate data if applicable.

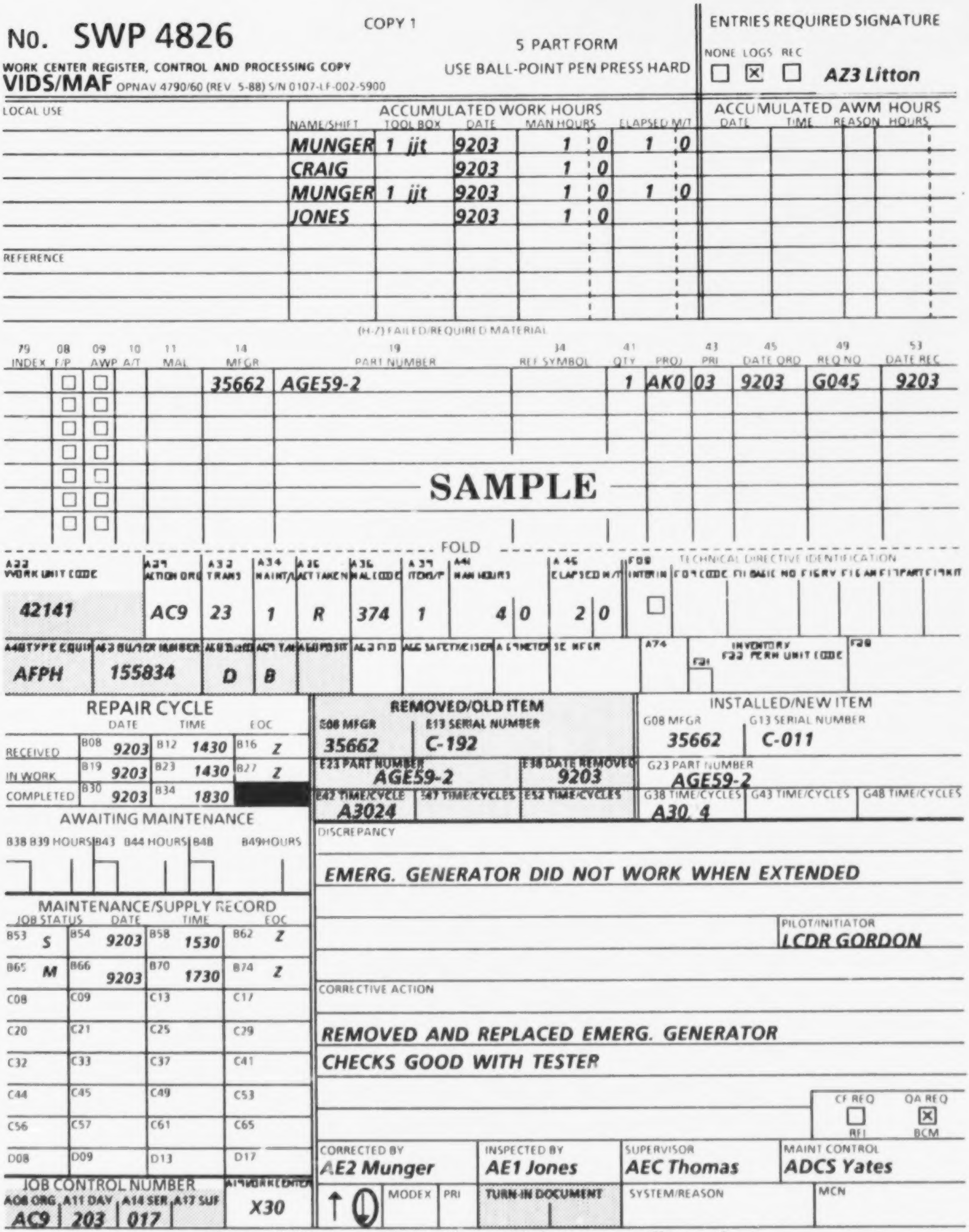
A08 through A14 - Enter the assigned JCN.

A19 - Work center code; must be X30 (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ3 Litton

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MUNGER	1 jjt	9203	1 0	1 0
CRAIG		9203	1 0	
MUNGER	1 jjt	9203	1 0	1 0
JONES		9203	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-7) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			35662	AGE59-2		1	AK0	03	9203	G045	9203
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION
42141	AC9	23	1	R	374	1	4 0	2 0	☐	

A48 TYPE EQUIP	A52 BU/SER NUMBER	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	A74	F21 INVENTORY F22 PERM UNIT CODE	F28
AFPH	155834	D	B								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9203	B12 1430	B16 Z
IN WORK	B19 9203	B23 1430	B27 Z
COMPLETED	B30 9203	B34 1830	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9203	B58 1530	B62 Z
B65 M	B66 9203	B70 1730	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC9	203	017		X30

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
35662	C-192	
E23 PART NUMBER AGE59-2		E38 DATE REMOVED 9203
E42 TIME/CYCLE A3024	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
35662	C-011	
G23 PART NUMBER AGE59-2		
G38 TIME/CYCLES A30. 4	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

EMERG. GENERATOR DID NOT WORK WHEN EXTENDED

PILOT/INITIATOR LCDR GORDON

CORRECTIVE ACTION

REMOVED AND REPLACED EMERG. GENERATOR

CHECKS GOOD WITH TESTER

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE2 Munger	AE1 Jones	AEC Thomas	ADCS Yates

↑ ⓘ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-81 Away From Home Maintenance (Excepting)

{A} Intra-Activity Support (1) (Figure 6-81B)

Figure 6-81B (6.5.1.17) is an example of a VIDS/MAF documented for intra-activity support.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be A (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be 0 (Appendix R).

A59 - Type maintenance code; must be L (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

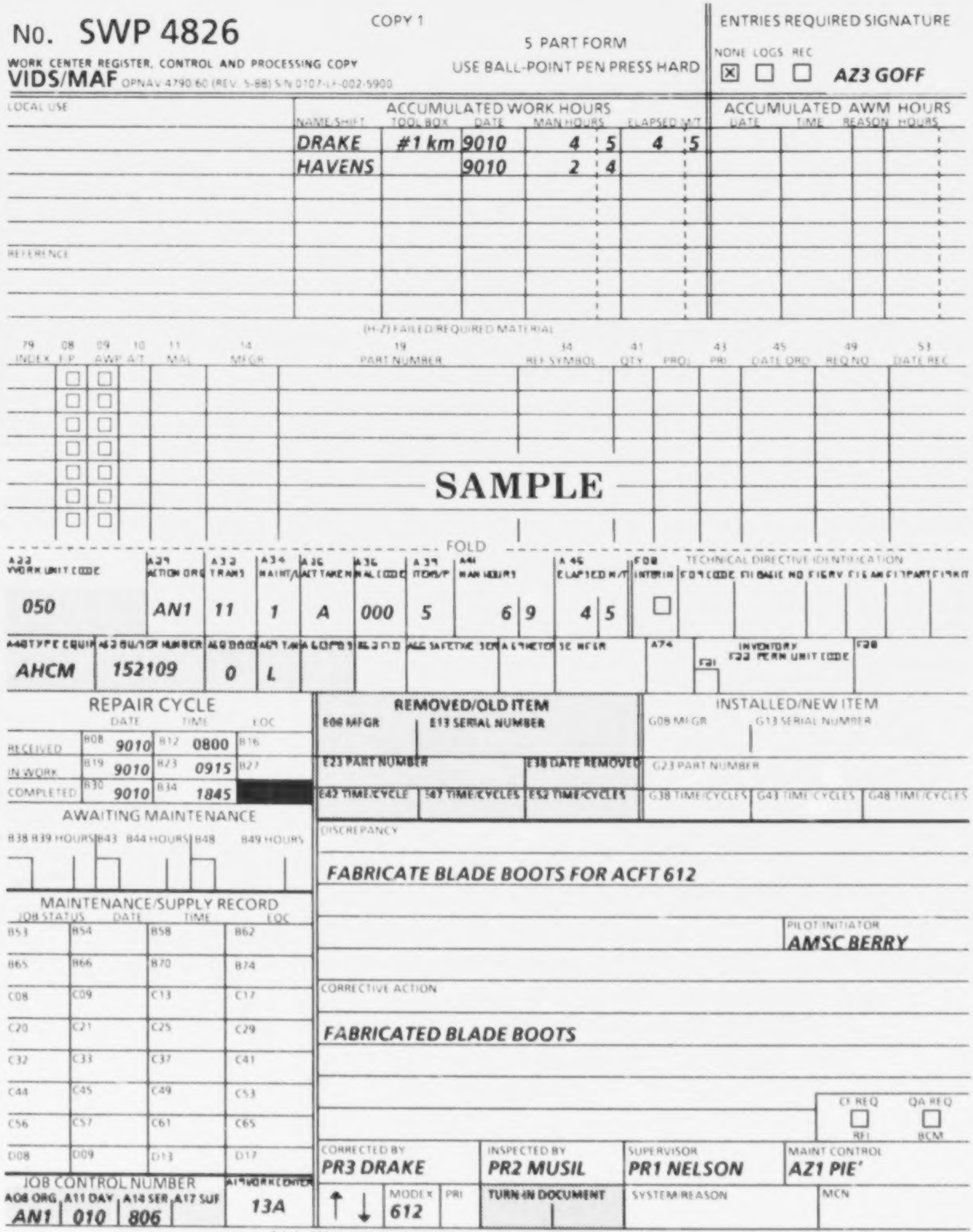
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 GOFF

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DRAKE	#1 km	9010	4 5	4 5
HAVENS		9010	2 4	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
050	AN1	11	1	A	000	5	6 9	4 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 [illegible]	A59 T/M	[illegible]	[illegible]	[illegible]	[illegible]	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AHCM	152109	0	L									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9010	B12 0800	B16
IN WORK	B19 9010	B23 0915	B27
COMPLETED	B30 9010	B34 1845	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

FABRICATE BLADE BOOTS FOR ACFT 612

PILOT/INITIATOR AMSC BERRY

CORRECTIVE ACTION

FABRICATED BLADE BOOTS

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
PR3 DRAKE	PR2 MUSIL	PR1 NELSON	AZ1 PIE'

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN1	010	806		13A

↑ ↓

MODEX 612

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

[A] Figure 6-81B Intra-Activity Support (1)

(A) Intra-Activity Support (2) (Figure 6-81D)

Figure 6-81D (6.5.1.17) is an example of a VIDS/MAF documented for intra-activity support.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be A (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be 0 (Appendix R).

A59 - Type maintenance code; must be L (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

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VIDS/MAF OPNAV 4790/60 (REV. 5-68) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 GOFF

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BEALL	#3 jb	9021	2 6	2 6

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F19 KIT
090	AN1	11	1	A	000	4	2 6	2 6	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61 T/M	A62 POSIT	A63 FID	A6 SAFETY/EI SER	A METER	3C MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
ZAAA	0	0	L									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9021	B12 0330	B16
IN WORK	B19 9021	B23 0355	B27
COMPLETED	B30 9021	B34 0630	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

MANUFACTURE FOUR CHIN STRAPS FOR SAFETY HELMETS

PILOT/INITIATOR ADC RUSSELL

CORRECTIVE ACTION

MANUFACTURED FOUR CHIN STRAPS

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
PR3 BEALL	PR1 BUTCH	PR1 BUTCH	AZ3 DRAKE

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
AN1	021	816		13A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

{A} Figure 6-81D Intra-Activity Support (2)

6.5.2 Aircraft Inspections

6.5.2.1 Acceptance Inspection. These inspections are documented using the special inspection procedures in paragraph 6.5.2.4. Maintenance control will issue a numeric JCN using a VIDS/MAF as a control document. The document will be identical to a conditional inspection control document except as noted below. Upon completion of the inspection, the control document will be submitted to maintenance control. Look phase documents are issued to each work center participating in the inspection, and will be completed in accordance with paragraph 6.5.2.3.3. If only one work center is involved in the inspection look phase, man-hours may be accounted for on the control document. Any discrepancies discovered are reported to maintenance control and assigned JCNs with numeric serial numbers (Figures 6-87, 6-89, and 6-91).

6.5.2.2 Aircraft Transfer Inspection. These inspections are documented using the special inspection procedures in paragraph 6.5.2.4. Maintenance control will issue a numeric JCN using a VIDS/MAF as a control document. Upon completion of the inspection the control documents will be processed by maintenance control with 1 item processed in block A39. Look phase documents are issued to each work center participating in the inspection, and will be completed in accordance with paragraph 6.5.2.3.3. If only one work center is involved in the inspection, look phase man-hours may be accounted for on the control document. Any discrepancies discovered are reported to maintenance control and assigned numeric JCNs. Fix phase documentation will be the same as for special inspections, except the when discovered code will be G and the type maintenance code will be E. The document will be identical to a special/conditional inspection control document except as noted in Figure 6-93.

6.5.2.3 Major Inspection of Aircraft. All aircraft inspections except repetitive inspections, such as, preflight, postflight, turnaround, etc., are documented on the VIDS/MAF using a unique coding system in order to identify the total effort as a continuous maintenance event. The principal documents involved are control documents, look phase documents and fix phase documents as necessary.

6.5.2.3.1 Coding System. The following paragraphs explain this unique coding system:

6.5.2.3.1.1 Blocks A08 through A14 - JCN. The JCN is constructed by using the activity's organization code, the Julian date on which the aircraft was inducted for inspection, and an alpha/numeric serial number. The first aircraft or engine inspection, for example, phase/calendar, on any given day, will be assigned the JCN serial number A00. When this serial number is assigned to an aircraft major inspection each engine major inspection will be assigned the next alphanumeric serial number in sequence, for example, if A00 is assigned to the first aircraft inspection of the day, B00 is assigned to the first (or only) engine due for inspection, C00 is assigned to the second engine. The second aircraft inspection on that day will be assigned D00. The first (or only) engine from that aircraft would be assigned E00, etc.

6.5.2.3.1.2 Block A22 - WUC. Enter a unique seven position WUC assigned by maintenance control for each major inspection. This WUC will be used for both control and look phase VIDS/MAFs related to the inspection. It is constructed as follows:

a. The first two positions will be "03". The third through seventh positions will be constructed to identify the specific type of inspection(s) being performed.

b. Position 3. For aircraft under phase maintenance, indicate with the appropriate alpha character the aircraft inspection phase being performed, as listed in the applicable MRC deck. For aircraft under calendar odd or even inspection cycle, enter A in the third position.

NOTE

> When phase inspections are combined, for example, a combined phase A and B inspection, each phase requires a separate control document. Look/fix phase elements that are peculiar to a certain phase inspection are documented under that control document. Those items common to both of the phase inspections will be documented to the phase inspection concurrently due. Combining phases is permitted only during phase implementation.

c. Positions 4 through 6. The fourth, fifth, and sixth positions will reflect the hour level of the major engine inspection (divided by 10) being performed. Engine and aircraft inspections may be documented concurrently or separately as required. On multiple engine aircraft, if more than one engine is due an inspection concurrently with the aircraft inspection, the WUC for the aircraft control document for all concurrent inspections will reflect the highest hour level engine inspection required.

d. Position 7. Special inspections will be documented utilizing an appropriate alpha character to indicate the level of special inspection being performed. A WUC seventh position matrix is contained in Appendix M.

e. When multiple inspections are being performed at the same time, one control VIDS/MAF (aircraft) will be written for all inspections with a control VIDS/MAF for each individual engine or special inspection.

f. Example. An aircraft that is due a phase B inspection, with #1 engine due a 300 hour major inspection, #2 engine due a 600 hour major inspection, and a 7, 14, 28, and 56 day special inspection would have control documents with WUCs as follows:

Aircraft controlling document	03B060E
#1 Engine controlling document	0300300
#2 Engine controlling document	0300600
7 & 14 Special controlling document	030000A
28 Day special controlling document	030000B
56 Day special controlling document	030000E

6.5.2.3.1.3 Block A32 - Transaction Code. Enter 11 for control/look phase inspections on aircraft, or 12 for control/look phase inspections on engines or combined aircraft and engine documentation.

6.5.2.3.1.4 Block A39 - Items Processed. Enter 1 at the completion of the inspection(s) on the control document and 0 item processed on the look phase documents.

6.5.2.3.1.5 Block A41 - Man-hours. Enter 0.0 (paragraph 6.5.2.3.1.6 applies).

6.5.2.3.1.6 Block A45 - EMT. Enter 0.0. If only one work center is involved in the inspection, look phase man-hours and EMT is entered on the control document. If more than one work center is involved, a separate VIDS/MAF must be initiated for each work center. These look phase documents will not normally be SCIR related and therefore do not require an EOC code or AWM.

6.5.2.3.1.7 Awaiting Maintenance Section. Enter AWM reasons and hours for the three most important AWM reasons as totaled from the accumulated AWM hours section in the upper right hand portion of the control document. If more than three codes are applied, local policy assigns relative importance to AWM codes.

6.5.2.3.1.8 Maintenance/Supply Record. Make S and M entries in Job Status blocks B53, B65, etc., and entries in date, time, and EOC code blocks as necessary.

6.5.2.3.1.9 Discrepancy. Enter a description of the aircraft inspection due.

6.5.2.3.1.10 Corrective Action. At completion of the inspection, enter "inspection completed."

6.5.2.3.2 Control Document. A separate VIDS/MAF is issued by maintenance control for each aircraft inspection indicating all requirements. These control documents will be held open until the inspection is completed and the aircraft is ready for functional check flight, if required. The control document for each type inspection will be the only document among the control/look phase documents that will be used to document SCIR data for that inspection. SCIR documents will require the appropriate EOC code and AWM time. Fix phase discrepancies will also be considered SCIR related if they affect the capability of the aircraft (Figures 6-95, 6-97, and 6-99).

6.5.2.3.3 Look Phase Documents. This type of document is used when personnel are permanently or temporarily assigned to the check crew. A work center assisting in the inspection will be identified in block A19. Look phase man-hours are documented on VIDS/MAFs by work centers participating in the inspection. These look phase documents will not be SCIR related and will require no EOC code or AWM time. All participating work centers must keep maintenance control informed of inspection progress. Maintenance control must maintain current job status entries and AWM time; therefore, work status for each work center is vital for successful SCIR reporting. Look phase documents will be identical to the control document except as shown in Figure 6-101.

6.5.2.3.4 Fix Phase Documents. Fix phase actions, for example, fix in place maintenance actions or discrepancies which cannot be corrected during the time allotted for look phase on the MRC, are documented on separate VIDS/MAFs. If the fix phase discrepancy affects the mission capability of the aircraft, it is SCIR related and must be documented (Figure 6-103).

6.5.2.4 Special Inspections. These inspections are documented using control, look, and fix phase VIDS/MAFs. When special inspections are determined to be SCIR related, only the control document for each special inspection will be used to document SCIR. The documents must include the EOC code and AWM. No look phase VIDS/MAFs generated during the special inspection will be SCIR related. Any fix phase discrepancies discovered as a result of the special inspection will be SCIR related if they affect the capability of the aircraft (Figures 6-105 and 6-107).

6.5.2.4A {A} Combined Airframe and Engine Special Inspections. These inspections are documented using control, look, and fix phase VIDS/MAFs. When special inspections are determined to be SCIR related, only the control document for each special inspection will be used to document SCIR. These documents must include the EOC code and AWM. No look phase VIDS/MAFs generated during the special inspection will be SCIR related. Any fix phase discrepancies discovered as a result of the special inspection will be SCIR related if they affect the capability of the aircraft. For control documents, the JCN is constructed using the activity's organization code, the Julian date on which the aircraft and engine was inducted for inspection, and a numeric serial number. Inspection WUCs have a special matrix to construct the code. Enter the alpha character in the seventh position of the WUC on the control and look phase VIDS/MAF to indicate the type of special inspection to be accomplished. The alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in Appendix M. Special guidelines to follow when selecting the alpha character for the special inspection being reported are listed in paragraph 6.5.2.3.1.2. Each interval is inclusive of the beginning day and hour and ending day and hour as stated in the applicable MRC deck (Figures 6-118A, 6-118C, and 6-118E).

6.5.2.5 Conditional Inspections. These inspections are documented using the special inspection procedures in paragraph 6.5.2.4. Maintenance control will issue a numeric JCN using a VIDS/MAF as a control document. Document SCIR only if (1) an overlimit condition exists, for example, hard landing, bolter, overspeed, or overtemp, which restricts the aircraft from further flight until the inspection is completed, or (2) higher authority directs a one-time inspection, not ordered in a TD, that restricts the aircraft from flight. Upon completion of the inspection, the control document will be submitted to maintenance control with "1" item processed entered in block A39. Look phase documents are issued to each work center participating in the inspection. If only one work center is involved in the inspection look phase, man-hours may be accounted for on the control document (Figures 6-109 and 6-111).

6.5.2.6 Preservation and Depreservation. These maintenance functions are documented on a VIDS/MAF in accordance with paragraph 6.5.2.4. Maintenance control will issue a VIDS/MAF control document using a numeric serial number JCN. WUC 049 will be used for both preservation and depreservation actions. VIDS/MAFs are issued to each work center participating in the preservation or depreservation. If only one work center is involved in the preservation or depreservation, man-hours may be accounted for on the control document. Upon completion of the preservation or depreservation, the control document will be processed by maintenance control with 1 item processed in block A39. Detailed instructions for accomplishing and maintaining preservation/depreservation of aircraft are in NA 15-01-500 (Preservation of Naval Aircraft), NA 15-02-500 (Preservation of Aircraft Engines), NA 01-XXX-6-3 (Daily, Special, Preservation, Depreservation MRCs), and NA A1-XXX-MRC-300 (Daily/Servicing/Special/Preservation/Maintenance Requirement Cards (Figures 6-113 and 6-115).

6.5.2.7 Inspection AWM Close Out. Figure 6-117 is an example of a VIDS/MAF documented for a close out of an inspection AWM.

NOTE

> An EOC code of A in the EOC code blocks denotes a SCIR related maintenance action which is not currently affecting equipment capability, and as such, will not be closed out at the end of the reporting period, if man-hours have not been expended against a valid EOC code. Maintenance actions that have not been completed at the end of the reporting period, and do not affect equipment capability, will not be closed out.

6.5.2.8 Preflight, Turnaround, Daily, and Postflight Inspections. The look phase and required servicing actions will be recorded on SAFs in accordance with paragraph 6.1. Discrepancies which require work center repair actions will be reported to maintenance control. Each reported discrepancy is assigned a numeric JCN and is documented on a VIDS/MAF. In addition, if the discrepancy is SCIR related, EOC code and AWM must be documented. The following codes will be used in documenting these discrepancies:

a. For discrepancies discovered during turnaround, postflight, or preflight inspections, use When Discovered Code K and Type Maintenance Code D.

b. For discrepancies discovered during daily inspections, use When Discovered Code J and Type Maintenance Code D.

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Acceptance Inspection (Figure 6-87)

Figure 6-87 (6.5.2.1) is an example of a VIDS/MAF documented for an acceptance inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Work unit code; must be 030.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment being inspected.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be E (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

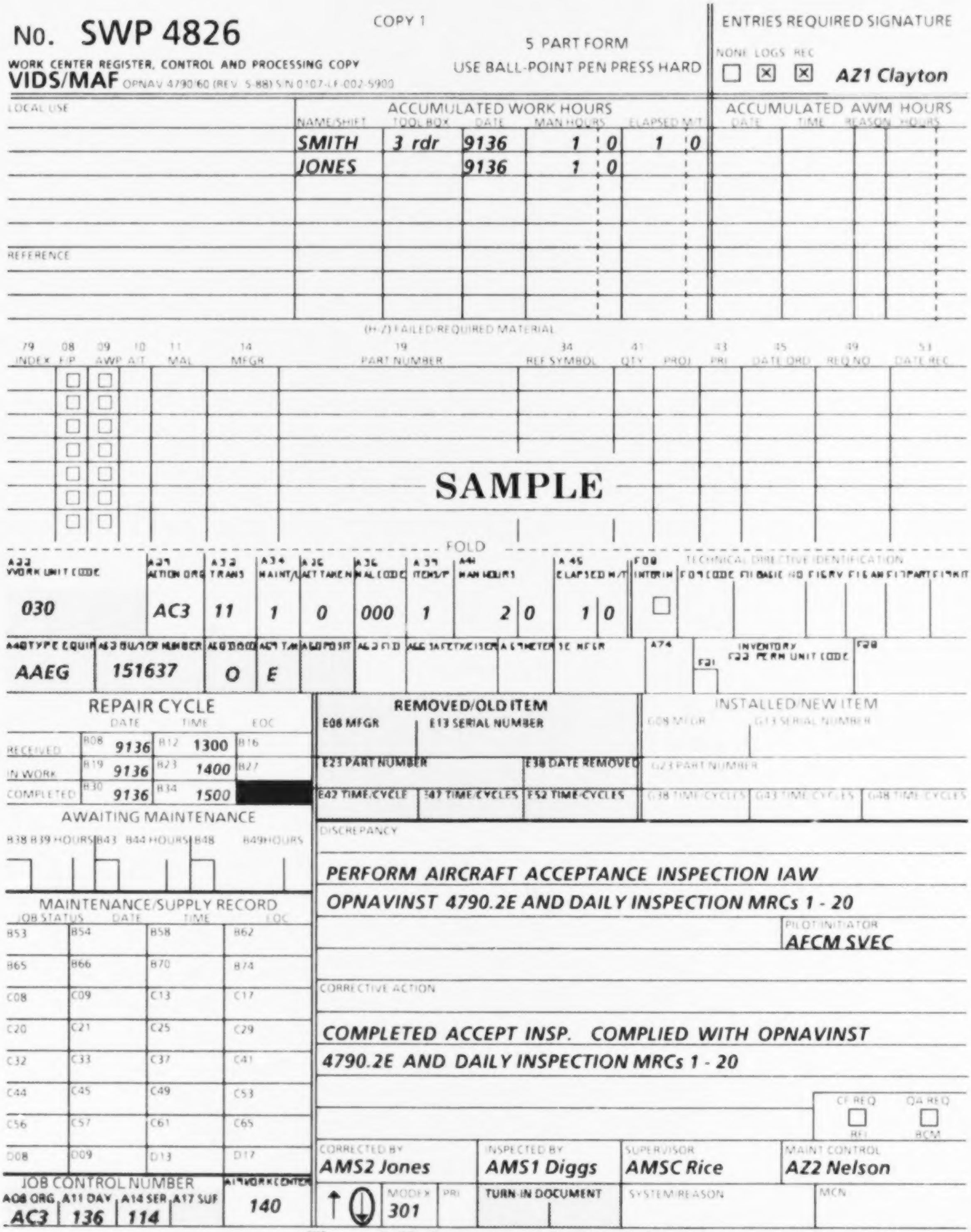
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Clayton

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
SMITH	3 rdr	9136	1	0	1	0
JONES		9136	1	0		

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM
030	AC3	11	1	0	000	1	2	0	1	0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F18 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DOOD	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E-ITEM	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	O	E									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9136	B12 1300	B16
IN WORK	B19 9136	B23 1400	B27
COMPLETED	B30 9136	B34 1500	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

PERFORM AIRCRAFT ACCEPTANCE INSPECTION IAW

OPNAVINST 4790.2E AND DAILY INSPECTION MRCs 1 - 20

PILOT/INITIATOR: AFCM SVEC

CORRECTIVE ACTION

COMPLETED ACCEPT INSP. COMPLIED WITH OPNAVINST

4790.2E AND DAILY INSPECTION MRCs 1 - 20

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS2 Jones	AMS1 Diggs	AMSC Rice	AZ2 Nelson

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
AC3	136	114		140

	MODEX	PRI	TURN IN DOCUMENT	SYSTEM/REASON	MCN
↑ ⇩	301				

Figure 6-87 Acceptance Inspection

Acceptance Inspection (Fix In Place Discrepancy) (Figure 6-89)

Figure 6-89 (6.5.2.1) is an example of a VIDS/MAF documented for a fix in place acceptance inspection. Fix-in-place discrepancies discovered during the look phase of an acceptance inspection will be documented in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Enter the WUC for the item being processed.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Type maintenance code; must be E (Appendix H).

A60 - Enter PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

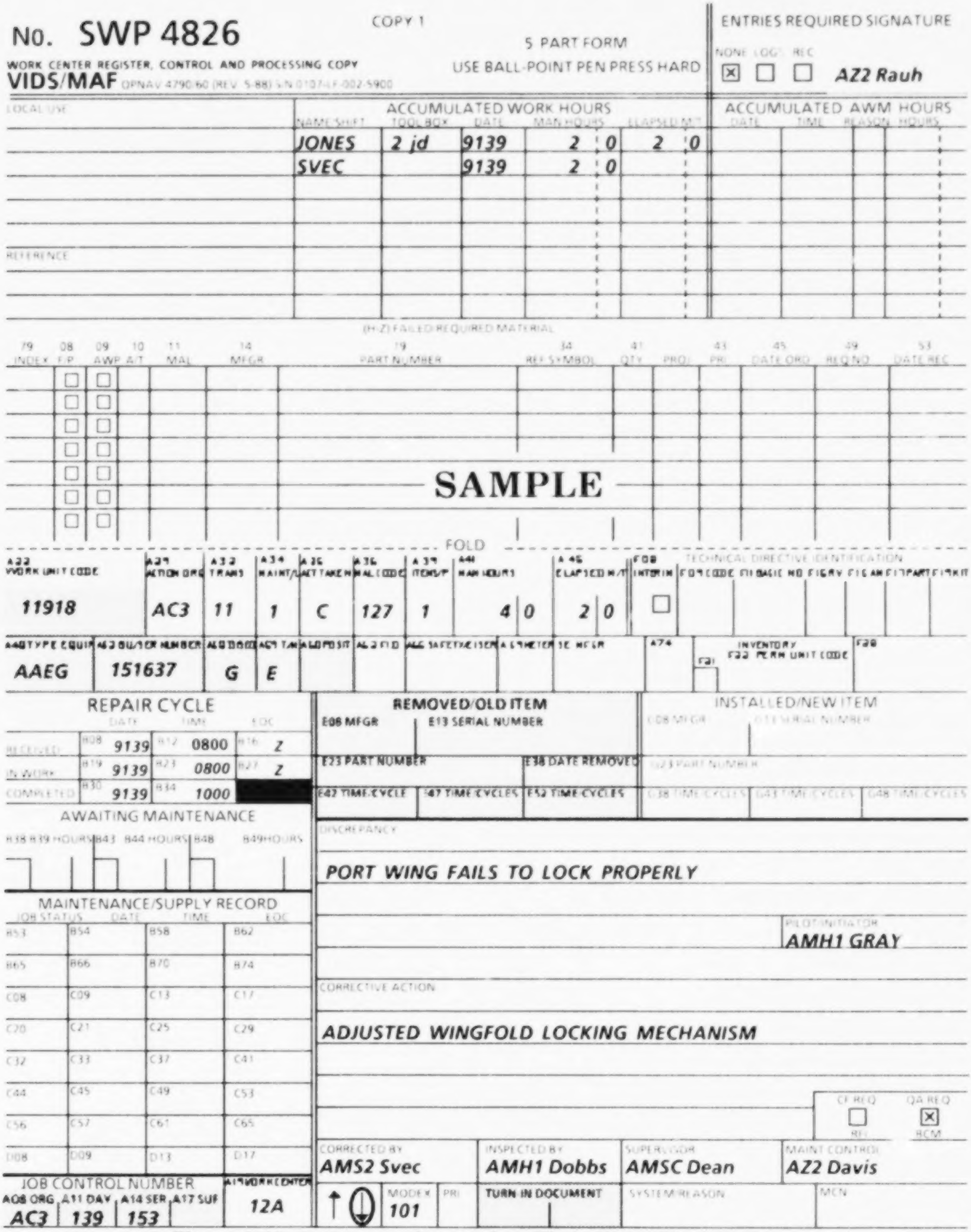
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Rauh

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	2 jd	9139	2 0	2 0
SVEC		9139	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
11918	AC3	11	1	C	127	1	4 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 EOC	A59 T/M	A61 POSIT	A63 FID	A65 SAFETY/EI SER	A67 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	G	E									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9139	B12 0800	B16 Z
IN WORK	B19 9139	B23 0800	B27 Z
COMPLETED	B30 9139	B34 1000	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	139	153		12A

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PORT WING FAILS TO LOCK PROPERLY

PILOT/INITIATOR AMH1 GRAY

CORRECTIVE ACTION

ADJUSTED WINGFOLD LOCKING MECHANISM

CF REQ ☐ REI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS2 Svec	AMH1 Dobbs	AMSC Dean	AZ2 Davis

↑ ⓘ MODEX 101 | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-89 Acceptance Inspection (Fix in Place Discrepancy)

Acceptance Inspection (Repairable Required) (Figure 6-91)

Figure 6-91 (6.5.2.1) is an example of a VIDS/MAF documented for an acceptance inspection which requires the removal/replacement of a repairable component. It will be documented in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Type maintenance code; must be E (Appendix H).

A60 - Enter PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item. E47 indicates the removal of a warranted item. E52 indicates the contract number.

G08 through G48 - Enter the appropriate data for the installed/new item. Leave G43 and G48 blank when installing an item that is not under warranty.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries if applicable.

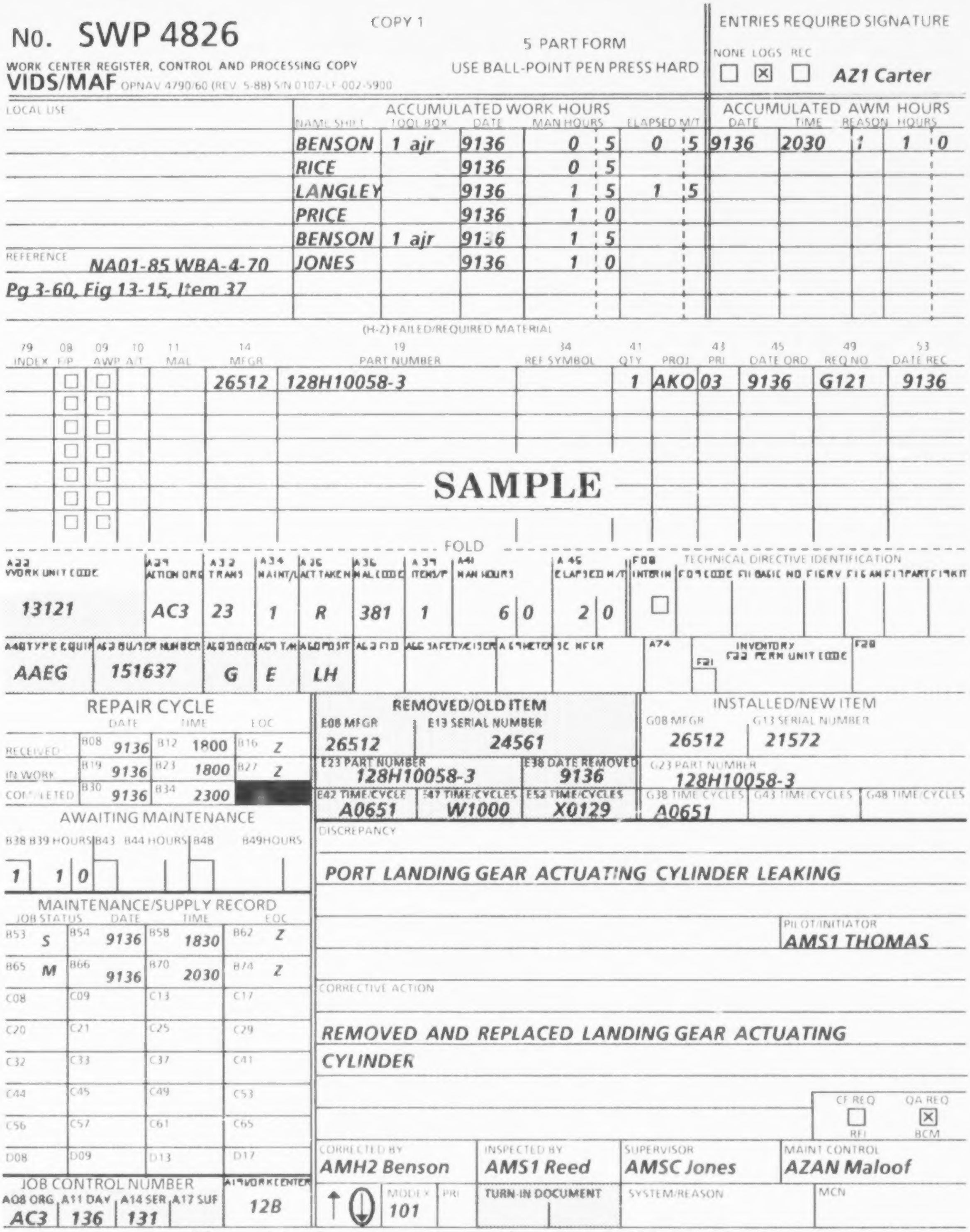
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 Carter

LOCAL USE

REFERENCE NA01-85 WBA-4-70 Pg 3-60, Fig 13-15, Item 37

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	1 ajr	9136	0 5	0 5
RICE		9136	0 5	
LANGLEY		9136	1 5	1 5
PRICE		9136	1 0	
BENSON	1 ajr	9136	1 5	
JONES		9136	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9136	2030	1	1 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			26512	128H10058-3		1	AKO	03	9136	G121	9136
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13121	AC3	23	1	R	381	1	6 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A67 METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	G	E	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9136	B12 1800	B16 Z
IN WORK	B19 9136	B23 1800	B27 Z
COMPLETED	B30 9136	B34 2300	

REMOVED/OLD ITEM

E08 MFGR 26512

E13 SERIAL NUMBER 24561

E23 PART NUMBER 128H10058-3

E38 DATE REMOVED 9136

E42 TIME/CYCLE A0651

E47 TIME/CYCLES W1000

E52 TIME/CYCLES X0129

INSTALLED/NEW ITEM

G08 MFGR 26512

G13 SERIAL NUMBER 21572

G23 PART NUMBER 128H10058-3

G38 TIME CYCLES A0651

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
1	1 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9136	B58 1830	B62 Z
B65 M	B66 9136	B70 2030	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PORT LANDING GEAR ACTUATING CYLINDER LEAKING

PILOT/INITIATOR AMS1 THOMAS

CORRECTIVE ACTION

REMOVED AND REPLACED LANDING GEAR ACTUATING CYLINDER

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMH2 Benson	AMS1 Reed	AMSC Jones	AZAN Maloof

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	136	131		12B

↑ ⓘ MODEX 101 PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-91 Acceptance Inspection (Repairable Required)

Aircraft Transfer Inspection (Figure 6-93)

Figure 6-93 (6.5.2.2) is an example of a VIDS/MAF documented for a transfer inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Work unit code; must be 030.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction desciption code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total accumulated man-hours expended.

A45 - Enter the total EMT.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be E (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Enter EOC codes if applicable.

B53 through D17 - Make the appropriate entries if applicable.

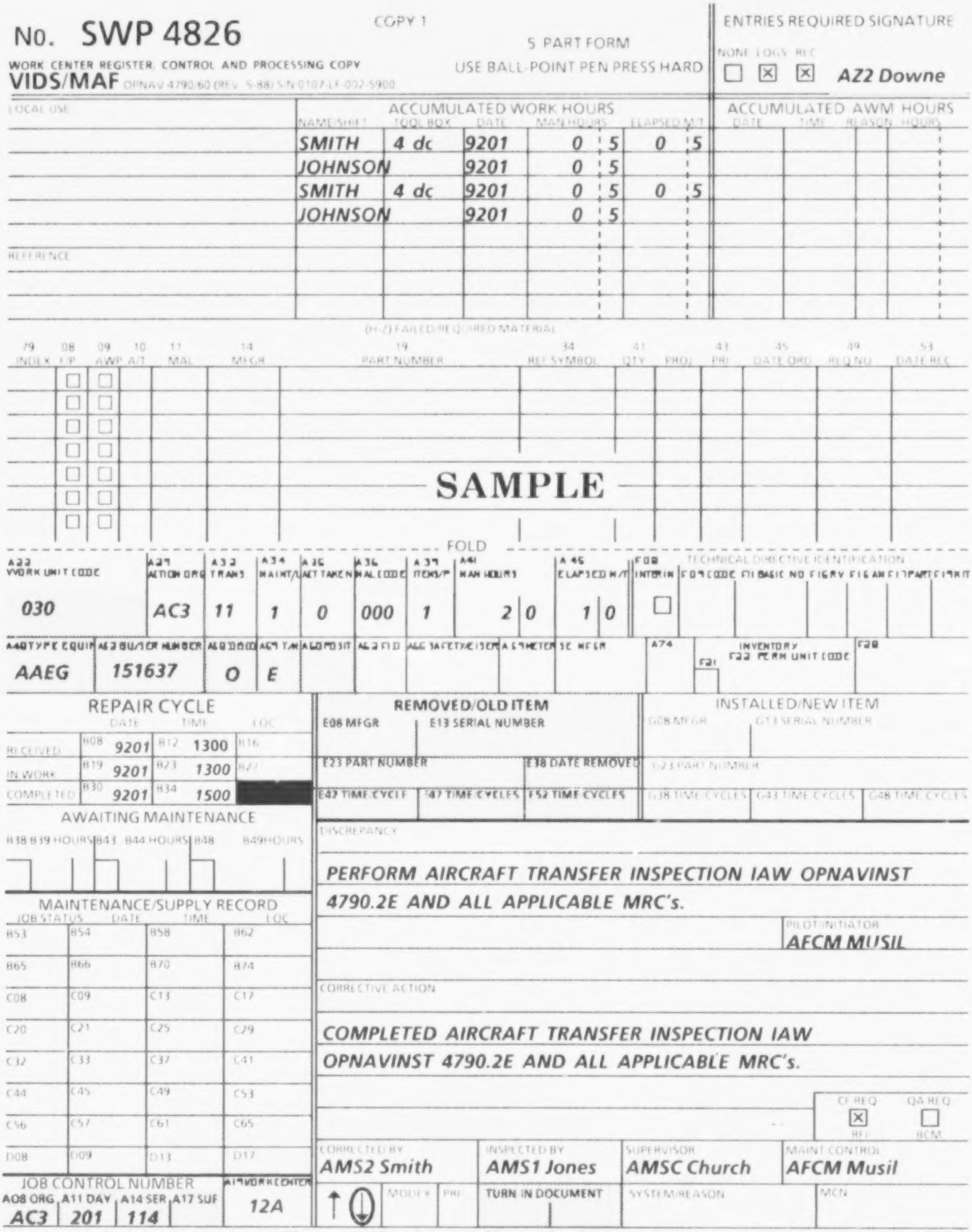
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Downe

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	4 dc	9201	0 5	0 5
JOHNSON		9201	0 5	
SMITH	4 dc	9201	0 5	0 5
JOHNSON		9201	0 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
030	AC3	11	1	0	000	1	2 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151637	O	E									

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08 9201	B12 1300	B16
IN WORK	B19 9201	B23 1300	B27
COMPLETED	B30 9201	B34 1500	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PERFORM AIRCRAFT TRANSFER INSPECTION IAW OPNAVINST 4790.2E AND ALL APPLICABLE MRC's.

PILOT/INITIATOR AFCM MUSIL

CORRECTIVE ACTION

COMPLETED AIRCRAFT TRANSFER INSPECTION IAW OPNAVINST 4790.2E AND ALL APPLICABLE MRC's.

CF REQ ☒ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS2 Smith	AMS1 Jones	AMSC Church	AFCM Musil

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	201	114		12A

↑ ⇩ MODEX | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-93 Aircraft Transfer Inspection

Aircraft Calendar Inspection Control Document (Figure 6-95)

Figure 6-95 (6.5.2.3.2) is an example of a VIDS/MAF documented for an aircraft calendar inspection control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable

(H-Z) - Enter the data to identify the engine if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended if applicable (6.5.2.3.1.6).

A45 - Enter the total EMT that applies if applicable (6.5.2.3.1.6).

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

B38 through B49 - Make the appropriate entries when scheduled maintenance begins (6.4.13.1).

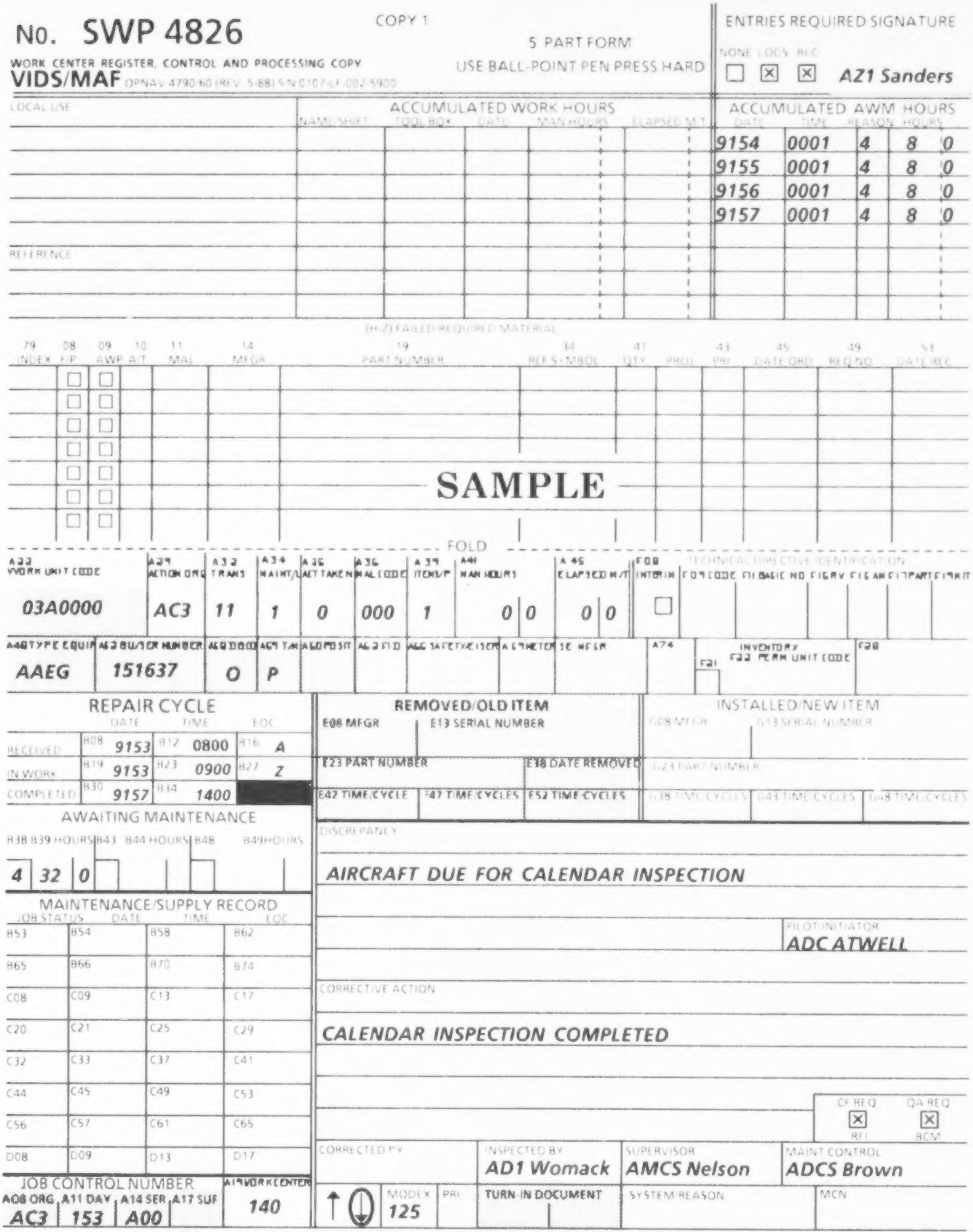
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826
COPY 1
WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900
5 PART FORM
USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☒ REC ☒ AZ1 Sanders

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9154	0001	4	8 0
9155	0001	4	8 0
9156	0001	4	8 0
9157	0001	4	8 0

SAMPLE

A22 WORK UNIT CODE: 03A0000
A29 ACTION ORG: AC3
A32 TRANS: 11
A34 MAINT/L: 1
A35 ACT TAKEN: 0
A36 MAL CODE: 000
A39 ITEMS/P: 1
A41 MAN HOURS: 0 0
A45 ELAPSED M/T: 0 0
F08 INTERIM: ☐
A48 TYPE EQUIP: AAEG
A52 BU/SER NUMBER: 151637
A58: O
A59: P

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9153	B12 0800	B16 A
IN WORK	B19 9153	B23 0900	B27 Z
COMPLETED	B30 9157	B34 1400	

AWAITING MAINTENANCE
B38 4 B39 HOURS 32 0

DISCREPANCY
AIRCRAFT DUE FOR CALENDAR INSPECTION

PILOT/INITIATOR ADC ATWELL

CORRECTIVE ACTION
CALENDAR INSPECTION COMPLETED

CF REQ ☒ QA REQ ☒

INSPECTED BY AD1 Womack
SUPERVISOR AMCS Nelson
MAINT CONTROL ADCS Brown

JOB CONTROL NUMBER
A08 ORG AC3 A11 DAY 153 A14 SER A00
A19 WORKCENTER 140
MODEX 125

Figure 6-95 Aircraft Calendar Inspection Control Document

Aircraft Phase Inspection (Check Crew Not Integrated) Control Document (Figure 6-97)

Figure 6-97 (6.5.2.3.2) is an example of a VIDS/MAF documented for an aircraft phase inspection control document when the check crew is not integrated.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the data to identify the engine if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Man hours; 0.0.

A45 - EMT; 0.0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be G (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

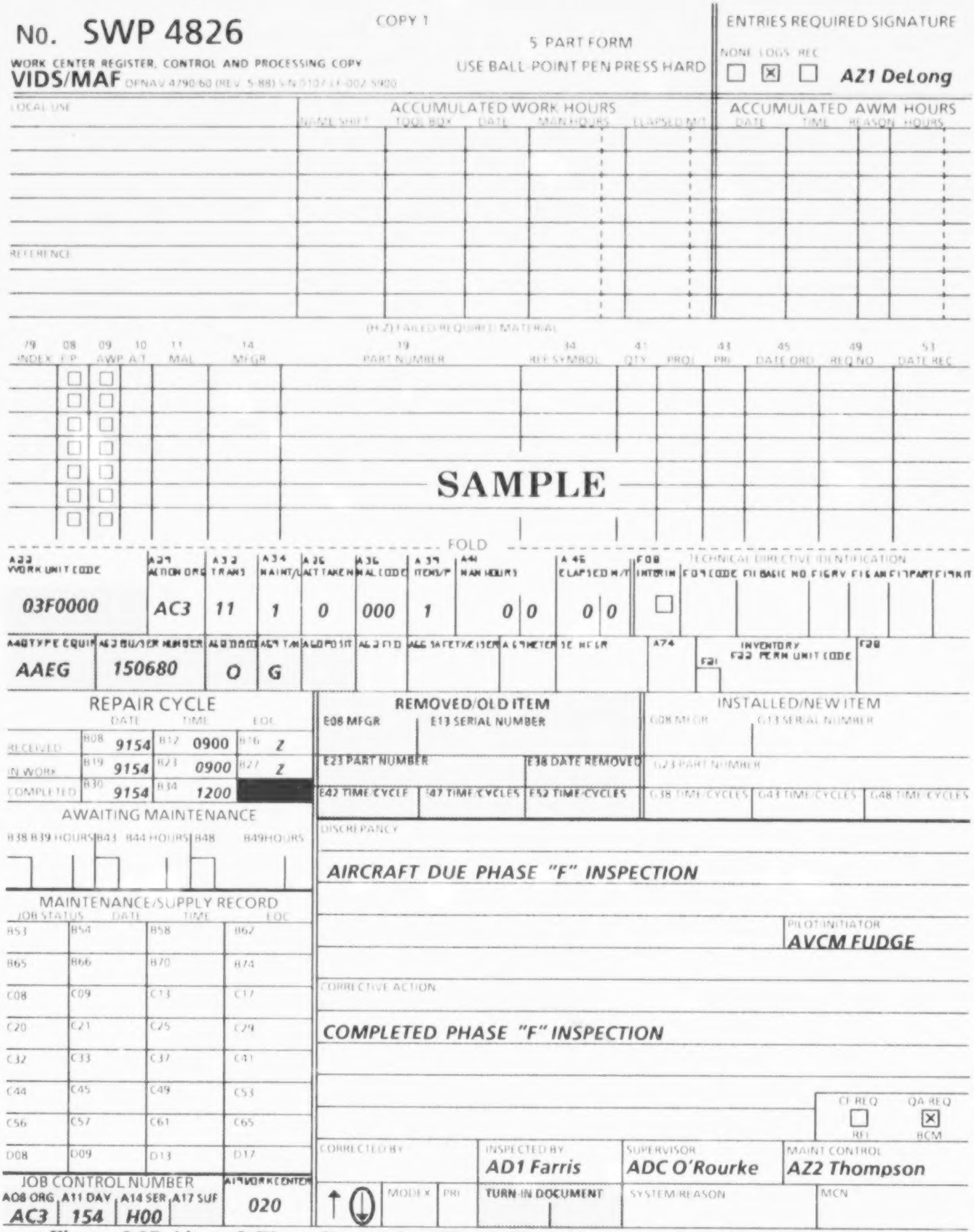
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 DeLong

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
03F0000	AC3	11	1	0	000	1	0 0	0 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 RV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A57 METER	SE MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F28
AAEG	150680	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9154	B12 0900	B16 Z
IN WORK	B19 9154	B23 0900	B27 Z
COMPLETED	B30 9154	B34 1200	

REMOVED/OLD ITEM: E08 MFGR | E13 SERIAL NUMBER | E23 PART NUMBER | E38 DATE REMOVED | E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM: G08 MFGR | G13 SERIAL NUMBER | G23 PART NUMBER | G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE: B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

AIRCRAFT DUE PHASE "F" INSPECTION

PILOT/INITIATOR AVCM FUDGE

CORRECTIVE ACTION

COMPLETED PHASE "F" INSPECTION

CF REQ ☐ REI   QA REQ ☒ BCM

CORRECTED BY

INSPECTED BY AD1 Farris

SUPERVISOR ADC O'Rourke

MAINT CONTROL AZ2 Thompson

JOB CONTROL NUMBER: A08 ORG AC3 | A11 DAY 154 | A14 SER H00 | A17 SUF

A19 WORK CENTER 020

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM REASON | MCN

Figure 6-97 Aircraft Phase Inspection (Check Crew Not Integrated) Control Document

Aircraft Phase Inspection (Multiple Inspection) Control Document (Figure 6-99)

Figure 6-99 (6.5.2.3.2) is an example of a VIDS/MAF documented where an engine inspection and a special inspection are to be performed concurrently. The same type document will be used for calendar odd/even inspections.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the data to identify the engine if applicable.

A22 - Enter the appropriate WUC. This entry also reflects the hour-level inspection due on the engine (fourth through sixth positions) and the specific special inspection due (seventh position).

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended if applicable (6.5.2.3.1.6).

A45 - Enter the total EMT that applies if applicable (6.5.2.3.1.6).

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code must be G (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

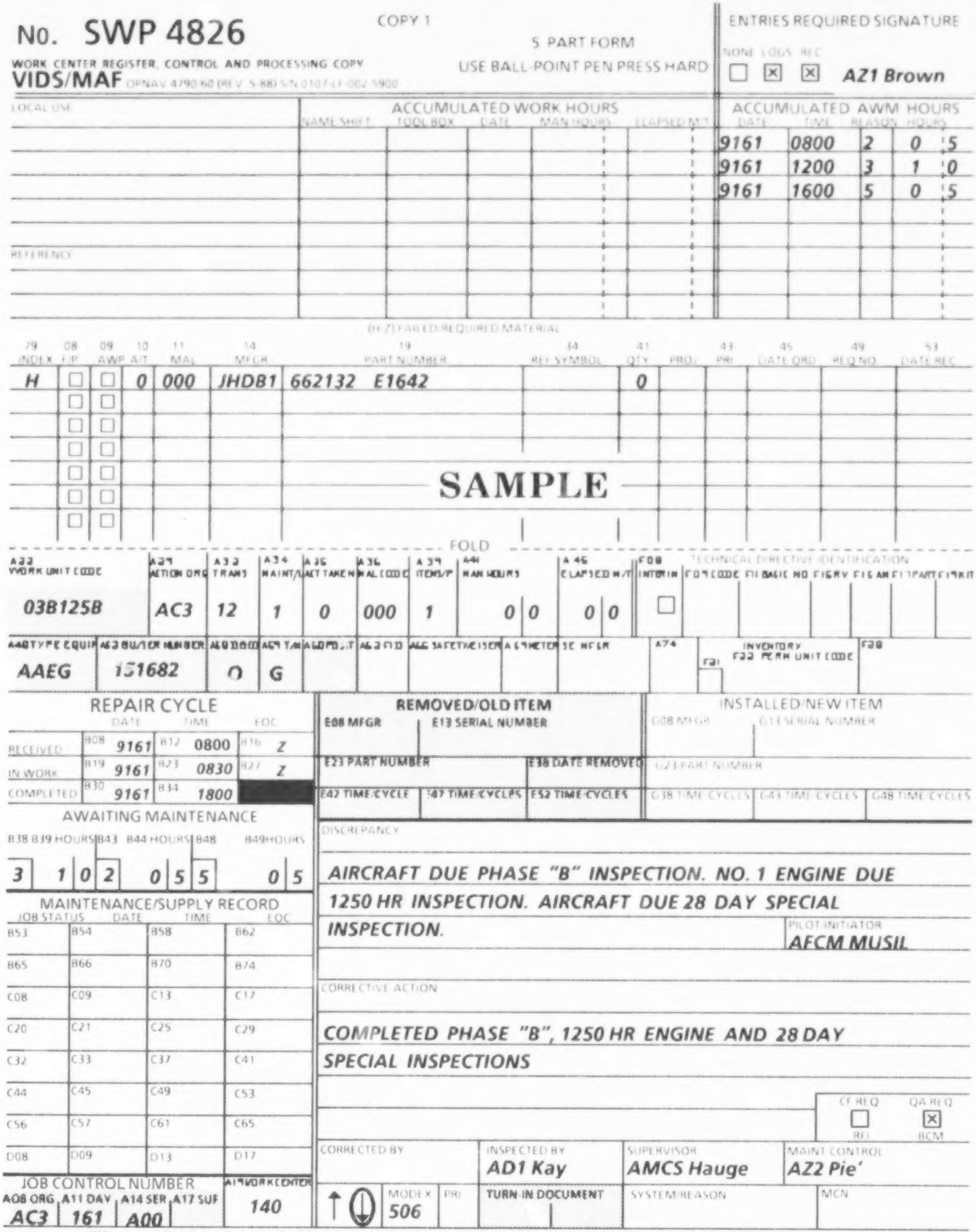
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Brown

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS				
NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS			
DATE	TIME	REASON	HOURS
9161	0800	2	0 5
9161	1200	3	1 0
9161	1600	5	0 5

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB1	662132 E1642		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
03B125B	AC3	12	1	0	000	1	0 0	0 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POS	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151682	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9161	B12 0800	B16 Z
IN WORK	B19 9161	B23 0830	B27 Z
COMPLETED	B30 9161	B34 1800	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0	2	0 5	5	0 5

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	161	A00		140

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "B" INSPECTION. NO. 1 ENGINE DUE 1250 HR INSPECTION. AIRCRAFT DUE 28 DAY SPECIAL INSPECTION.

PILOT/INITIATOR AFCM MUSIL

CORRECTIVE ACTION

COMPLETED PHASE "B", 1250 HR ENGINE AND 28 DAY SPECIAL INSPECTIONS

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY

INSPECTED BY AD1 Kay

SUPERVISOR AMCS Hauge

MAINT CONTROL AZ2 Pie'

↑ ⓘ

MODEX 506

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-99 Aircraft Phase Inspection (Multiple Inspection) Control Document

Aircraft Phase Inspection Man-hours (Control and Look Phase) (Figure 6-101)

Figure 6-101 (6.5.2.3.3) is an example of a VIDS/MAF documented for man-hours against the look phase of a phase inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the data to identify the engine if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours required by that work center to perform the look phase of the inspection.

A45 - Enter the EMT as applicable.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be G (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

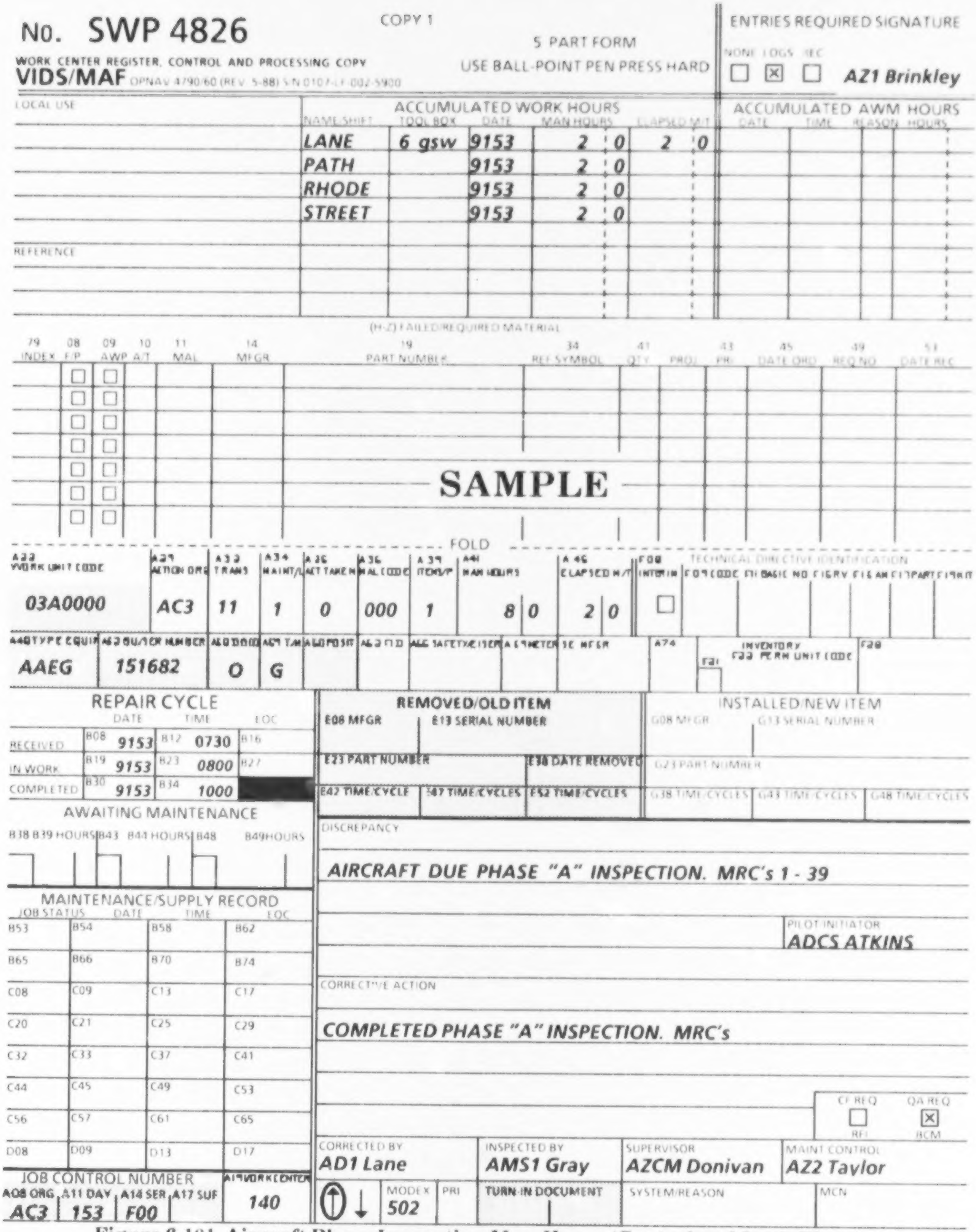
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy. Enter the assigned numbers on the MRCs to be covered (inspected) by the individual or work center assigned.

CORRECTIVE ACTION - Enter the narrative description of the corrective action. The card and item numbers of any discrepancy discovered may be entered in this block. The check crew supervisor assigns a fix phase JCN to each discrepancy discovered.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 Brinkley

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
LANE	6 gsw	9153	2 0	2 0
PATH		9153	2 0	
RHODE		9153	2 0	
STREET		9153	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
03A0000	AC3	11	1	0	000	1	8 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 BDOC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151682	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9153	B12 0730	B16
IN WORK	B19 9153	B23 0800	B27
COMPLETED	B30 9153	B34 1000	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER | E23 PART NUMBER | E38 DATE REMOVED | E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER | G23 PART NUMBER | G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "A" INSPECTION. MRC's 1 - 39

PILOT INITIATOR: ADCS ATKINS

CORRECTIVE ACTION

COMPLETED PHASE "A" INSPECTION. MRC's

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD1 Lane	AMS1 Gray	AZCM Donivan	AZ2 Taylor

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	153	F00		140

↑ ↓ MODEX 502 PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-101 Aircraft Phase Inspection Man-Hours (Control and Look Phase)

Aircraft Fix Phase (Figure 6-103)

Figure 6-103 (6.5.2.3.4) is an example of a VIDS/MAF documented for a fix phase discrepancy. Fix phase VIDS/MAFs are completed in accordance with paragraph 6.2.4 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the specific WUC of the item being repaired/replaced.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter the EOC codes if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

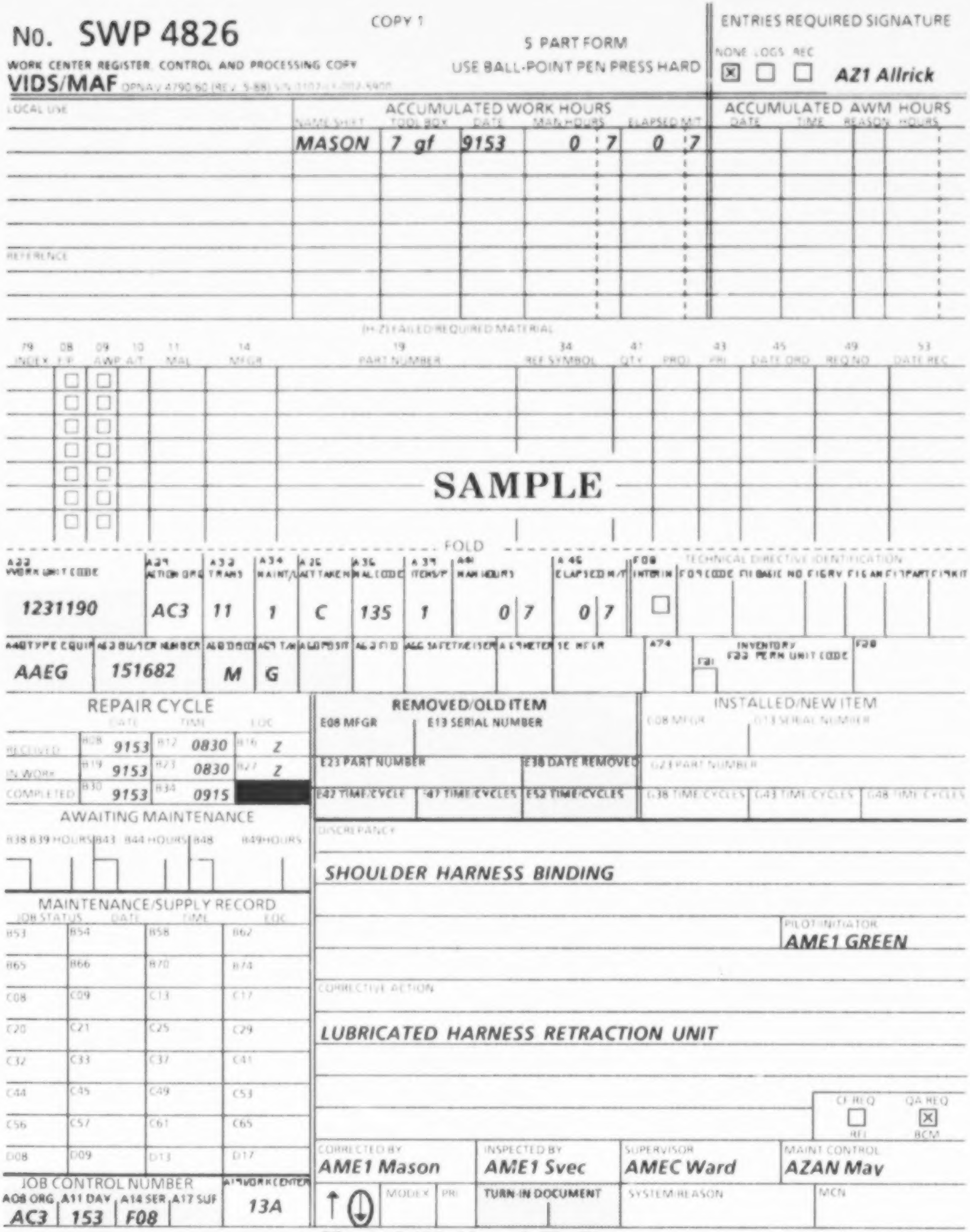
A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88)

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Allrick

ACCUMULATED WORK HOURS				
NAME SHIFT	TOOL BOX	DATE	MAN-HOURS	ELAPSED M/T
MASON	7 gf	9153	0 7	0 7

SAMPLE

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
1231190	AC3	11	1	C	135	1	0 7	0 7	☐

TYPE EQUIP	BU/SER NUMBER		
AAEG	151682	M	G

REPAIR CYCLE	DATE	TIME	LOC
RECEIVED	B08 9153	B12 0830	B16 Z
IN WORK	B19 9153	B23 0830	B27 Z
COMPLETED	B30 9153	B34 0915	

REMOVED/OLD ITEM

INSTALLED/NEW ITEM

DISCREPANCY

SHOULDER HARNESS BINDING

PILOT/INITIATOR AME1 GREEN

CORRECTIVE ACTION

LUBRICATED HARNESS RETRACTION UNIT

CF REQ ☐ QA REQ ☒

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AME1 Mason	AME1 Svec	AMEC Ward	AZAN May

JOB CONTROL NUMBER A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	153	F08		13A

Figure 6-103 Aircraft Fix Phase

Aircraft Special Inspection Control Document (Figure 6-105)

Figure 6-105 (6.5.2.4) is an example of a VIDS/MAF documented for a special inspection control document. All special inspection VIDS/MAFs will be documented in accordance with paragraph 6.5.2.3, except as noted below.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the data to identify the engine if applicable.

A22 - Enter the appropriate WUC. The WUC of the control and look phase VIDS/MAFs has an alpha character in the seventh position to indicate the type of special inspection performed. This alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in Appendix M. Guidelines in selecting the alpha character for the special inspection(s) being reported are (1) each alpha character applies equally to the daily or hourly inspection, (2) each interval is inclusive of the begin day/hour and end day/hour, (3) when it is necessary to report a special inspection based on days and a special inspection based on hours with the same alpha character in the seventh position a separate control document must be used for each inspection (each control document may be SCIR related), (4) when one or more special inspections are performed concurrently with a single interval (Appendix M), only one control document is required, for example, a 7 day and 14 day inspection would be assigned an "A" in the seventh position of the WUC on a single control document; and one item would be counted in A39 (items processed) and in addition, this single control document will contain SCIR data if the combination of such inspections is considered to be SCIR related, and (5) if only a special inspection is being performed, the first six characters of the WUC entered on the control and look phase documents will be 030000 and the seventh will be assigned according to the special inspection(s) due.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Man-hours; 0.0.

A45 - EMT; 0.0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times. Enter EOC codes if applicable.

B38 through B49 - Enter appropriate data if applicable.

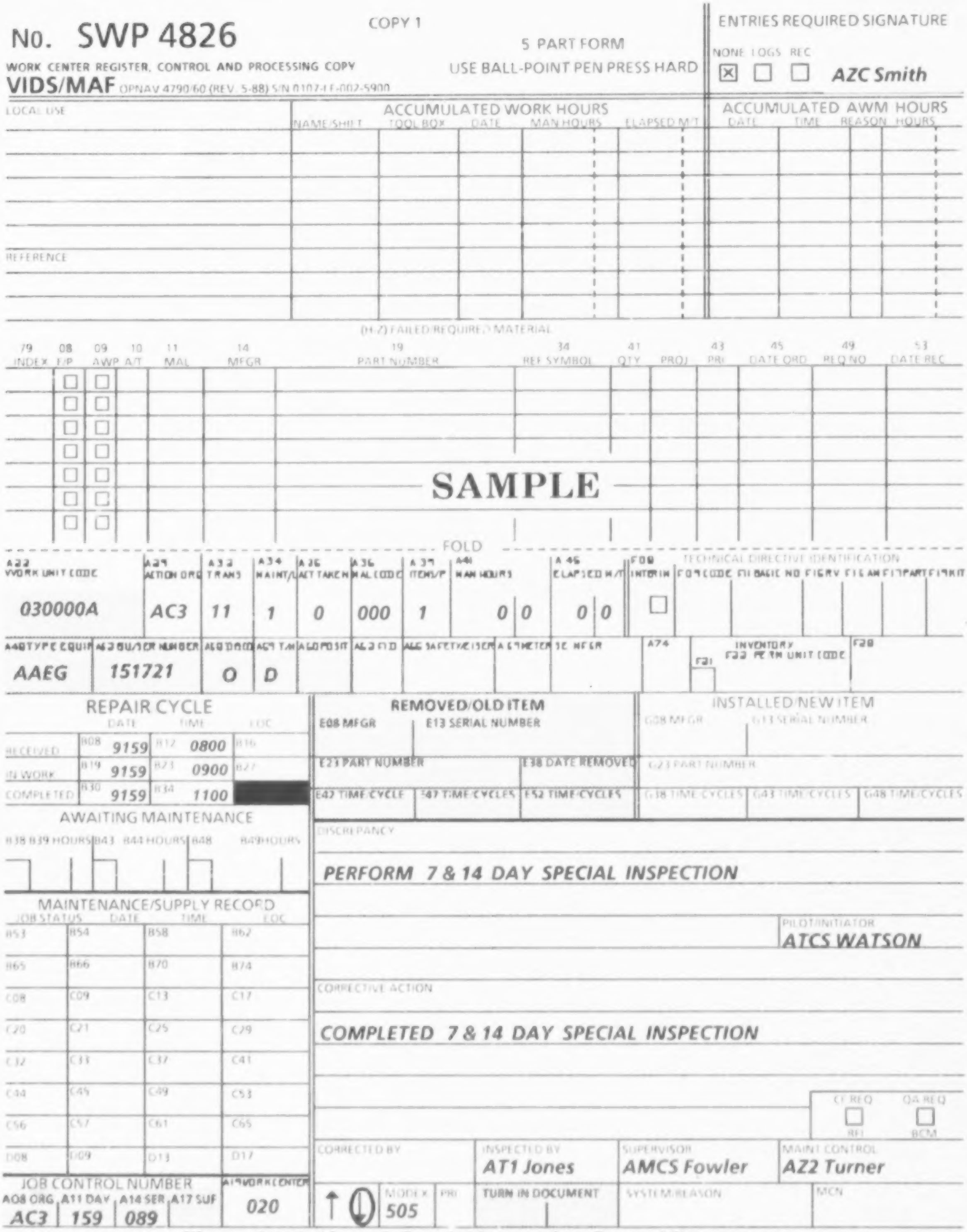
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZC Smith

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
030000A	AC3	11	1	0	000	1	0 0	0 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F18 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61 T/M	A62 POSIT	A63 FID	A65 SAFETY/EI SER	A67 METER	MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151721	O	D									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9159	B12 0800	B16
IN WORK	B19 9159	B23 0900	B27
COMPLETED	B30 9159	B34 1100	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	159	089		020

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM 7 & 14 DAY SPECIAL INSPECTION

PILOT/INITIATOR ATCS WATSON

CORRECTIVE ACTION

COMPLETED 7 & 14 DAY SPECIAL INSPECTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AT1 Jones	AMCS Fowler	AZ2 Turner

↑ Ⓛ MODEX 505 | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-105 Aircraft Special Inspection Control Document

Aircraft Special Inspection (Fix Phase) (Figure 6-107)

Figure 6-107 (6.5.2.4) is an example of a VIDS/MAF documented for a special inspection fix phase. Fix phase actions on special inspections are documented using fix phase VIDS/MAFs in accordance with procedures in paragraph 6.5.2.3.4, except that the JCN serial number will be a three position numeric number with no regard to the Julian date or serial number contained in the control document. These JCNs are assigned by maintenance control as each event occurs. Fix phase discrepancies affecting aircraft mission capability would require SCIR documentation.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the specific WUC of the item being repaired/replaced.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter the EOC code if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

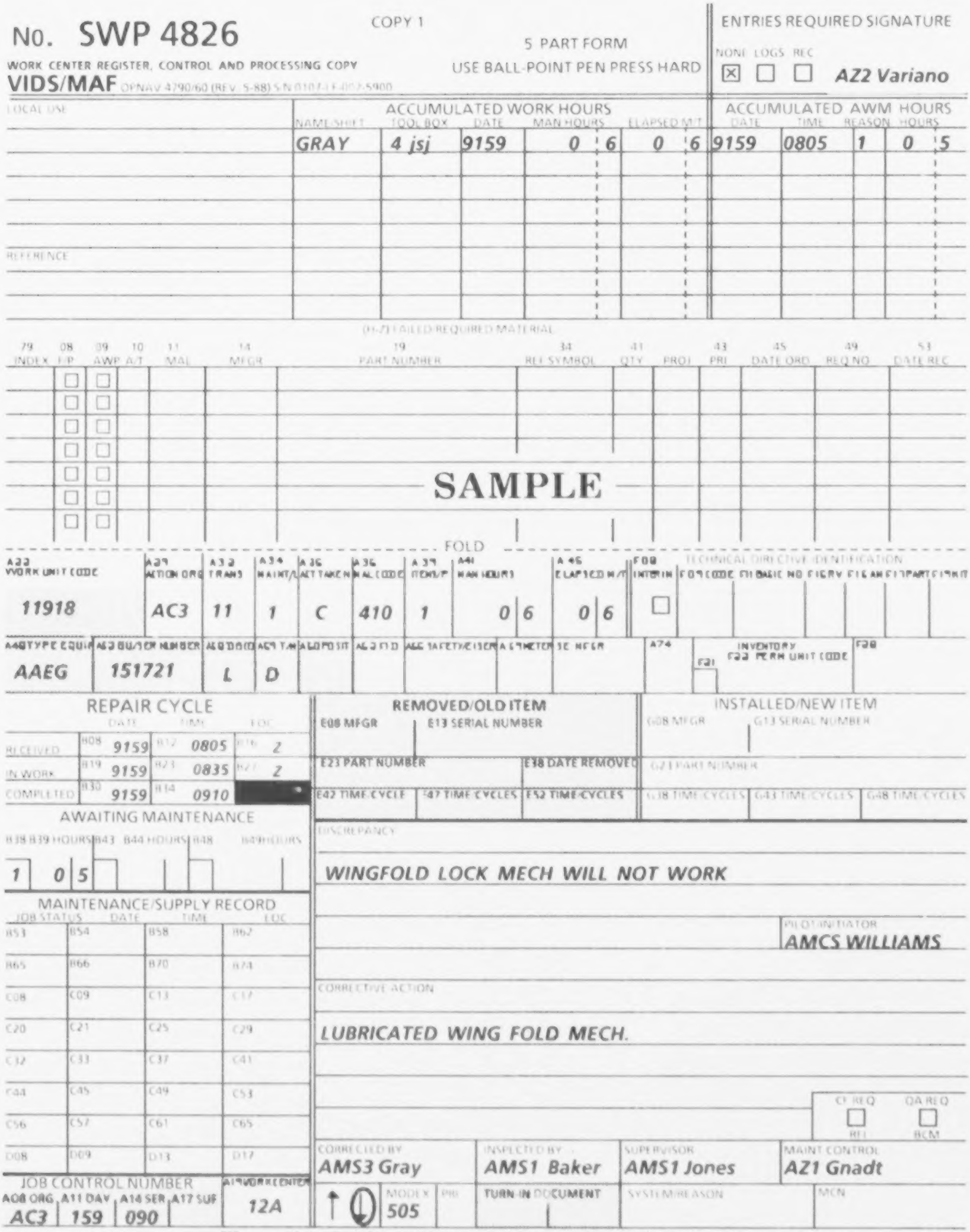
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-007-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Variano

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
GRAY	4 jsj	9159	0 6	0 6	9159	0805	1	0 5

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
11918	AC3	11	1	C	410	1	0 6	0 6	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F18 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/E ISER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151721	L	D									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9159	B12 0805	B16 Z
IN WORK	B19 9159	B23 0835	B27 Z
COMPLETED	B30 9159	B34 0910	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G21 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS	B43 B44 HOURS	B48 B49 HOURS
1 0 5		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

WINGFOLD LOCK MECH WILL NOT WORK

PILOT/INITIATOR AMCS WILLIAMS

CORRECTIVE ACTION

LUBRICATED WING FOLD MECH.

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY AMS3 Gray | INSPECTED BY AMS1 Baker | SUPERVISOR AMS1 Jones | MAINT CONTROL AZ1 Gnadt

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	159	090		12A

↑ ⓘ MODEX 505 | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-107 Aircraft Special Inspection (Fix Phase)

Aircraft Conditional Inspection Control Document (Figure 6-109)

Figure 6-109 (6.5.2.5) is an example of a VIDS/MAF documented for a conditional inspection control document. The conditional inspection control document will be identical to a special inspection control document except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the data to identify the engine if applicable.

A22 - Work unit code; must be 030. For aircraft undergoing an Aircraft Service Period Adjustment (ASPA) inspection enter 030ASP0.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be S (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Document SCIR as applicable.

B38 through B49 - Enter the appropriate data.

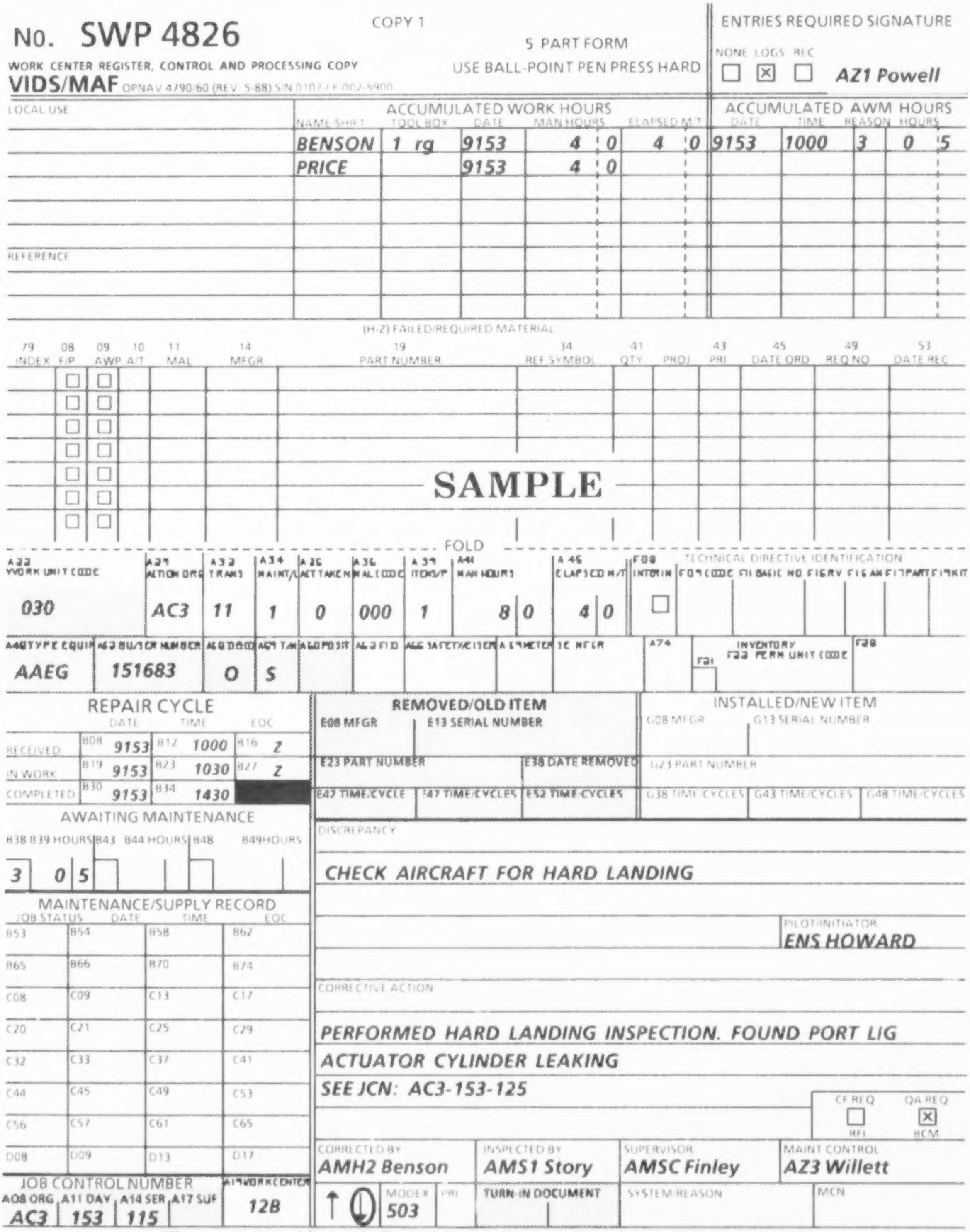
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 Powell

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	1 rg	9153	4 0	4 0
PRICE		9153	4 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9153	1000	3	0 5

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
030	AC3	11	1	0	000	1	8 0	4 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DDD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EISER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151683	O	S									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9153	B12 1000	B16 Z
IN WORK	B19 9153	B23 1030	B27 Z
COMPLETED	B30 9153	B34 1430	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	0 5				

DISCREPANCY

CHECK AIRCRAFT FOR HARD LANDING

PILOT/INITIATOR ENS HOWARD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

PERFORMED HARD LANDING INSPECTION. FOUND PORT LIG ACTUATOR CYLINDER LEAKING

SEE JCN: AC3-153-125

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY AMH2 Benson

INSPECTED BY AMS1 Story

SUPERVISOR AMSC Finley

MAINT CONTROL AZ3 Willett

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF
AC3	153	115	

A19 WORK CENTER 12B

MODEX 503

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-109 Aircraft Conditional Inspection Control Document

Aircraft Conditional Inspection (Fix Phase) (Figure 6-111)

Figure 6-111 (6.5.2.5) is an example of a VIDS/MAF documented for an aircraft conditional inspection fix phase action. Discrepancies are reported to maintenance control and assigned a numeric JCN. Fix phase documentation will be the same as for special inspections except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the specific WUC of the item being repaired/replaced.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R). For fix phase discrepancies on aircraft as a result of an ASPA inspection enter U.

A59 - Type maintenance code; must be S (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

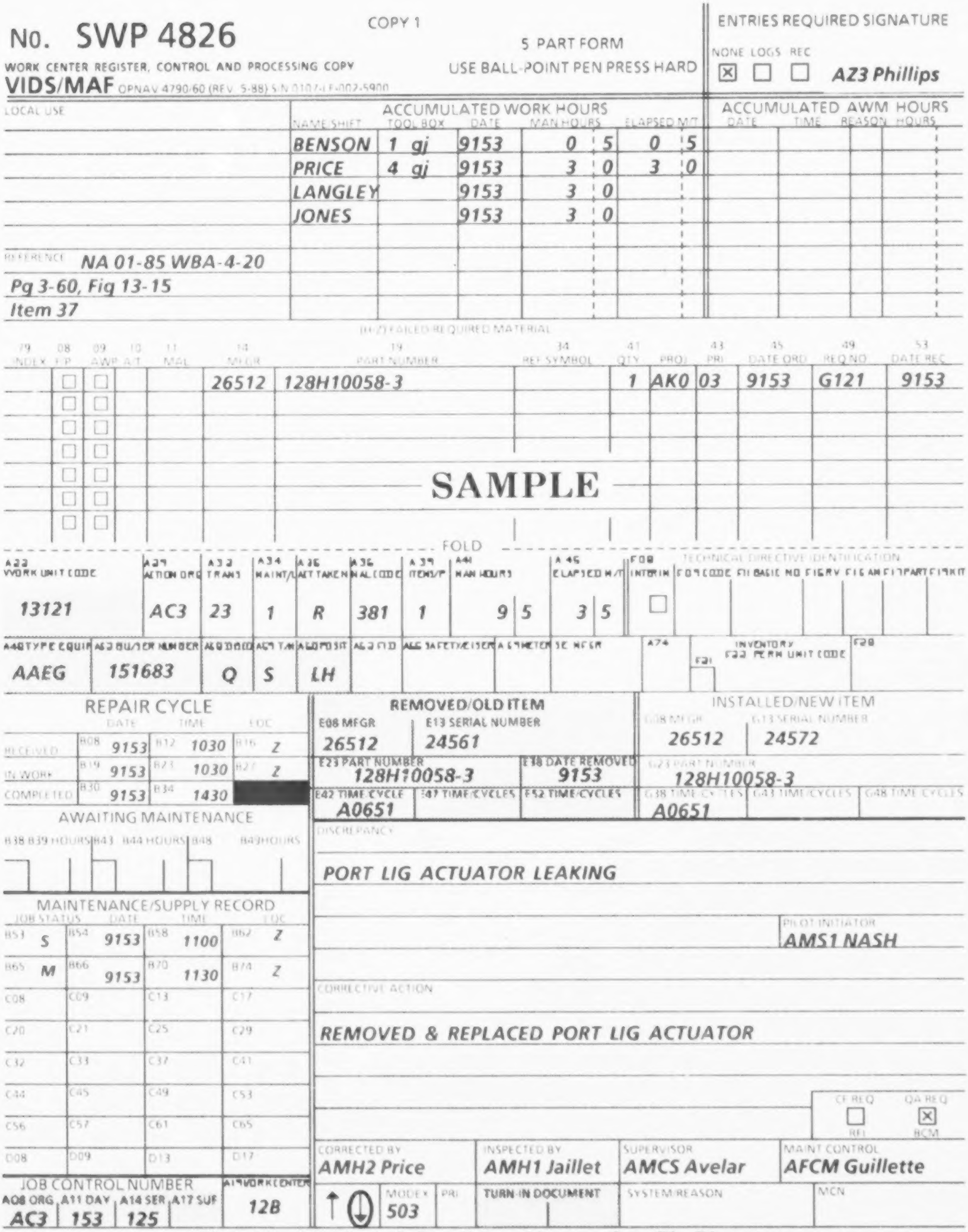
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Phillips

LOCAL USE

REFERENCE NA 01-85 WBA-4-20
Pg 3-60, Fig 13-15
Item 37

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	1 gj	9153	0 5	0 5
PRICE	4 gj	9153	3 0	3 0
LANGLEY		9153	3 0	
JONES		9153	3 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			26512	128H10058-3		1	AK0	03	9153	G121	9153
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
13121	AC3	23	1	R	381	1	9 5	3 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 [illegible]	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151683	Q	S	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9153	B12 1030	B16 Z
IN WORK	B19 9153	B23 1030	B27 Z
COMPLETED	B30 9153	B34 1430	

REMOVED/OLD ITEM

E08 MFGR 26512

E13 SERIAL NUMBER 24561

E23 PART NUMBER 128H10058-3

E38 DATE REMOVED 9153

E42 TIME/CYCLE A0651

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 26512

G13 SERIAL NUMBER 24572

G23 PART NUMBER 128H10058-3

G38 TIME/CYCLES A0651

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

PORT LIG ACTUATOR LEAKING

PILOT/INITIATOR AMS1 NASH

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53 S	B54 9153	B58 1100	B62 Z
B65 M	B66 9153	B70 1130	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED & REPLACED PORT LIG ACTUATOR

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMH2 Price	AMH1 Jaillet	AMCS Avelar	AFCM Guillette

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	153	125		12B

↑ ⇩ MODEX 503 PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-111 Aircraft Conditional Inspection (Fix Phase)

Aircraft Preservation Control Document (Figure 6-113)

Figure 6-113 (6.5.2.6) is an example of a VIDS/MAF documented for a preservation control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A22 - Work unit code; must be 049.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Man-hours; 0.0.

A45 - EMT; 0.0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be D (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times

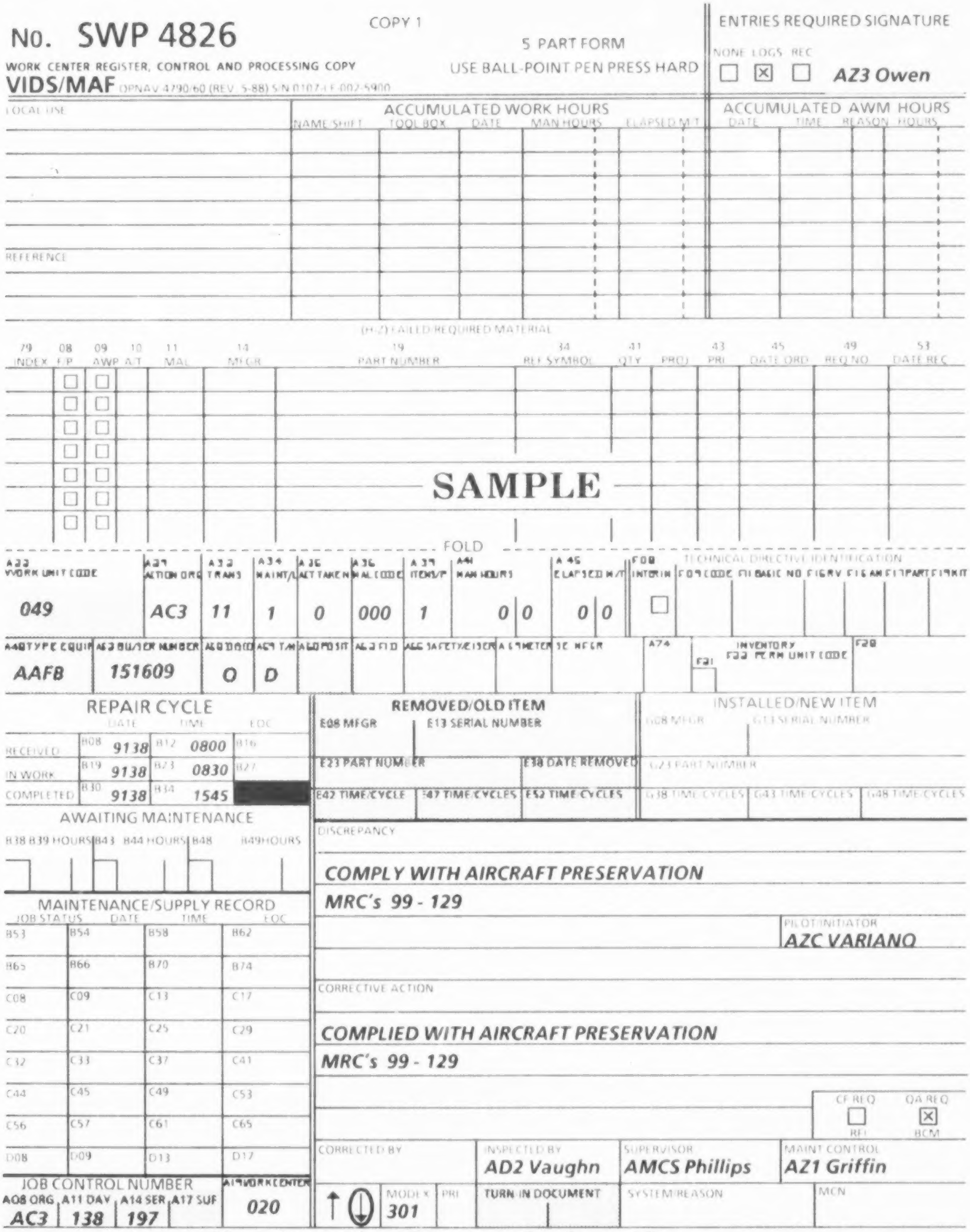
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ3 Owen

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A27 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION
049	AC3	11	1	0	000	1	0 0	0 0	☐	

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
AAFB	151609	O	D									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9138	B12 0800	B16
IN WORK	B19 9138	B23 0830	B27
COMPLETED	B30 9138	B34 1545	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH AIRCRAFT PRESERVATION

MRC's 99 - 129

PILOT/INITIATOR AZC VARIANO

CORRECTIVE ACTION

COMPLIED WITH AIRCRAFT PRESERVATION

MRC's 99 - 129

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY

INSPECTED BY AD2 Vaughn

SUPERVISOR AMCS Phillips

MAINT CONTROL AZ1 Griffin

JOB CONTROL NUMBER

A08 ORG AC3 | A11 DAY 138 | A14 SER 197 | A17 SUF

A19 WORK CENTER 020

MODEX 301 | PRI

TURN IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-113 Aircraft Preservation Control Document

Aircraft Depreservation (Work Center Action) (Figure 6-115)

Figure 6-115 (6.5.2.6) is an example of a VIDS/MAF documented for a depreservation work center action.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A22 - Work unit code; must be 049.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the total number of items processed; must be zero on look phase documentation.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be D (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times.

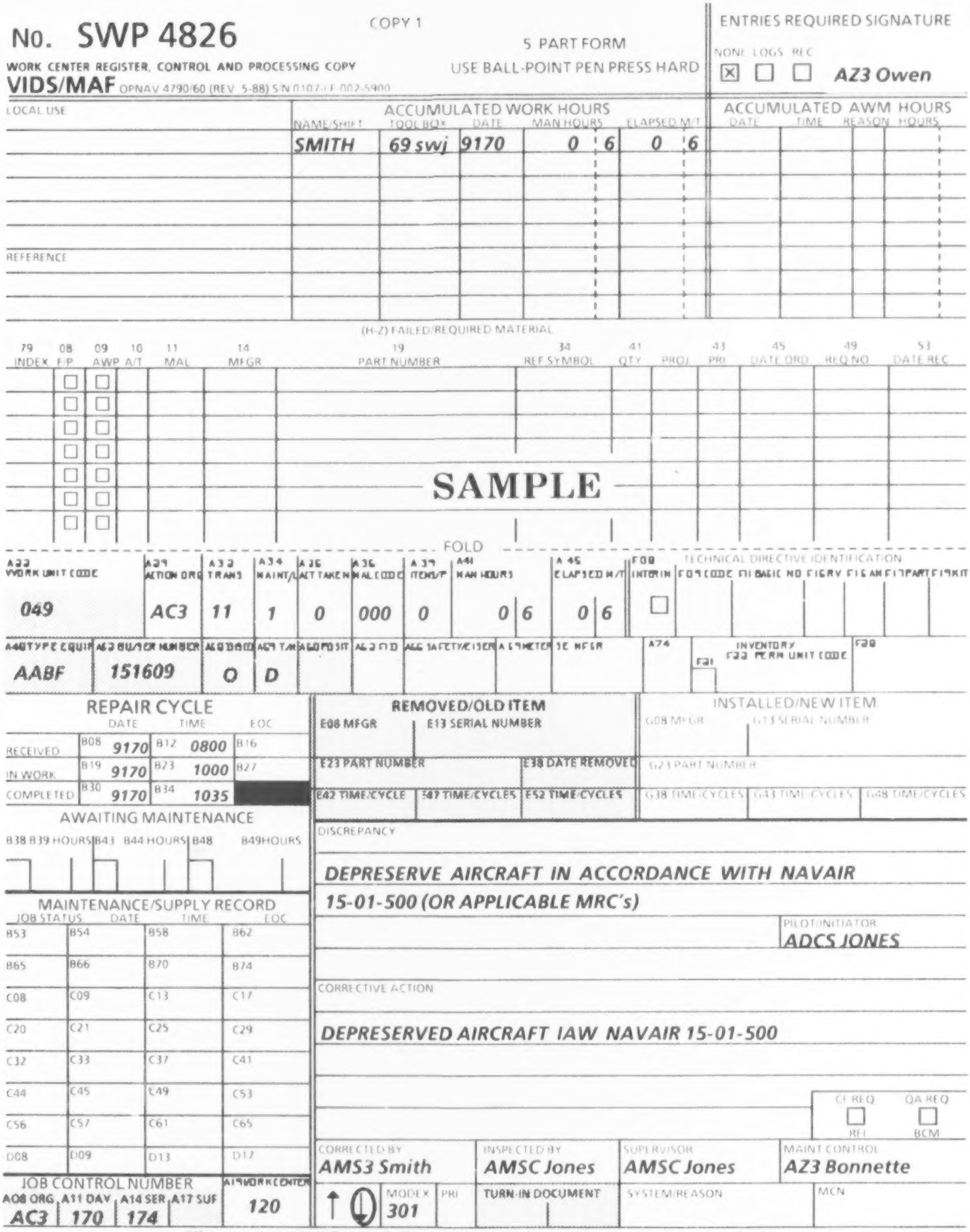
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Owen

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	69 swj	9170	0 6	0 6

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
049	AC3	11	1	0	000	0	0 6	0 6	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A46 TYPE EQUIP	A52 BU/SER NUMBER	A58 ORG	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	3E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AABF	151609	O	D									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9170	B12 0800	B16
IN WORK	B19 9170	B23 1000	B27
COMPLETED	B30 9170	B34 1035	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

DEPRESERVE AIRCRAFT IN ACCORDANCE WITH NAVAIR 15-01-500 (OR APPLICABLE MRC's)

PILOT/INITIATOR ADCS JONES

CORRECTIVE ACTION

DEPRESERVED AIRCRAFT IAW NAVAIR 15-01-500

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AMS3 Smith

INSPECTED BY AMSC Jones

SUPERVISOR AMSC Jones

MAINT CONTROL AZ3 Bonnette

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	170	174		120

↑ ① MODEX 301 PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-115 Aircraft Depreservation (Work Center Action)

Inspection AWM (Close Out) (Figure 6-117)

Figure 6-117 (6.5.2.7) is an example of a VIDS/MAF documented for a close out of an inspection AWM.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Man hours; must be 0.0.

A45 - EMT; must be 0.0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed (2400 the last day of the reporting period unless transfer, then enter the time of transfer). Document SCIR if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

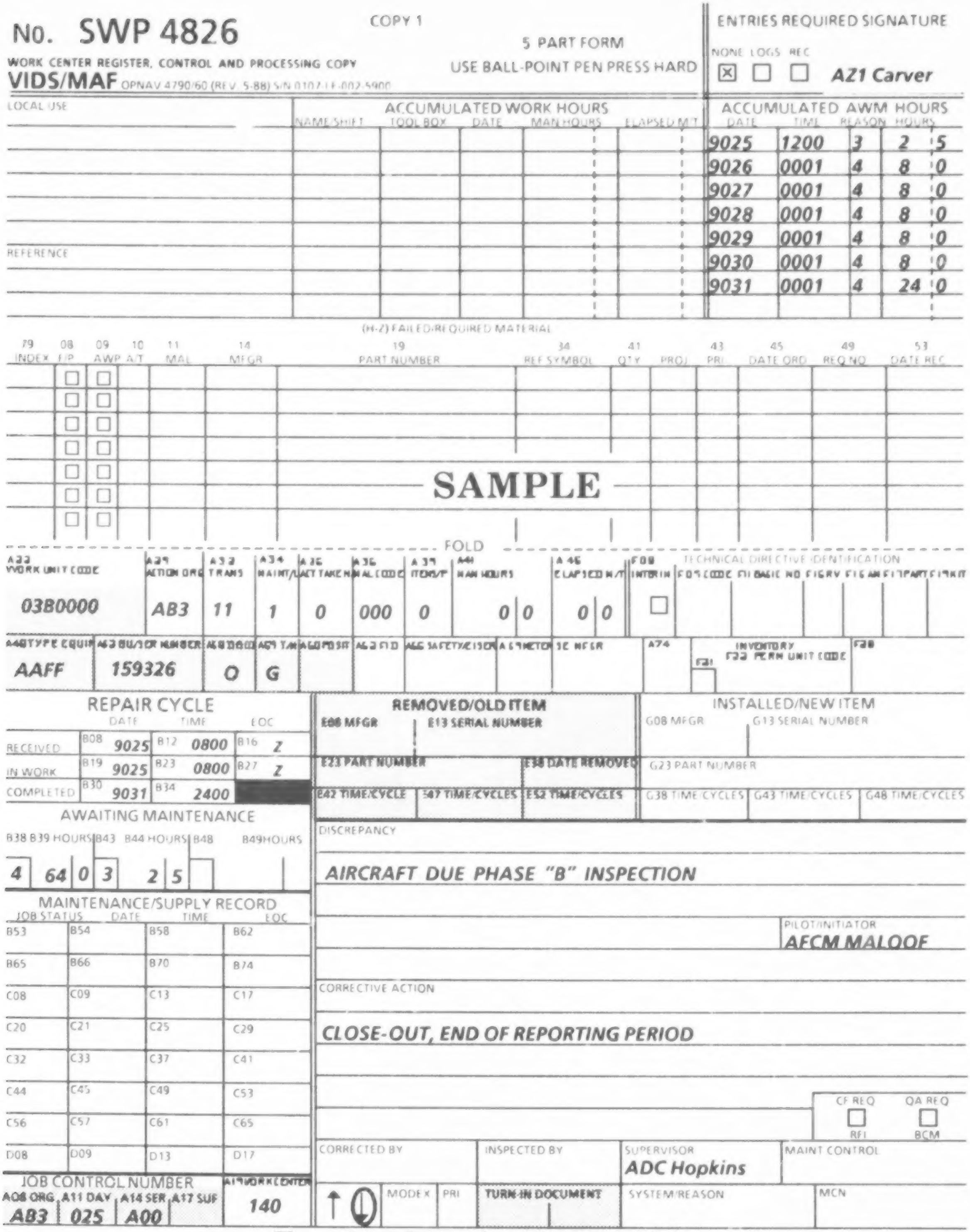
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter "Close Out, End of Reporting Period" or "Transfer".

SUPERVISOR - Enter the appropriate signature and rate.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Carver

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9025	1200	3	2 5
9026	0001	4	8 0
9027	0001	4	8 0
9028	0001	4	8 0
9029	0001	4	8 0
9030	0001	4	8 0
9031	0001	4	24 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F05 CODE F11 BASIC NO F18 REV F16 AM F17 PART F19 KIT
03B0000	AB3	11	1	0	000	0	0 0	0 0	☐	

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 D/C	A51 T/M	A52 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SC MFGR	A74	INVENTORY F31 F22 PERM UNIT CODE	F28
AAFF	159326	O	G								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9025	B12 0800	B16 Z
IN WORK	B19 9025	B23 0800	B27 Z
COMPLETED	B30 9031	B34 2400	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
4	64 0	3	2 5		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

AIRCRAFT DUE PHASE "B" INSPECTION

PILOT/INITIATOR AFCM MALOOF

CORRECTIVE ACTION

CLOSE-OUT, END OF REPORTING PERIOD

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR ADC Hopkins

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
AB3	025	A00		140

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-117 Inspection AWM (Close Out)

{A} Combined Airframe and Engine Special Inspection Control Document (Figure 6-118A)

Figure 6-118A (6.5.2.4A) is an example of a VIDS/MAF documented for a combined airframe and engine hourly special inspection control document. For combined airframe and engine special inspections based on calendar days, use Type Maintenance Code D; for combined airframe and engine special inspections based on hours, use Type Maintenance Code M; for combined airframe and engine special inspections based on cycles or events, use Type Maintenance Code N. When reporting a combined airframe and engine special inspection, document the engine(s) on the control VIDS/MAF and appropriate work center look phase VIDS/MAF. Refer to Figures 6-118A and 6-118E. See Figure 6-118C for documentation not involving engine(s).

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine(s).

A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended if applicable.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be 0 (Appendix R).

A59 - Type maintenance code; must be D, M or N (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

B38 through B49 - Make the appropriate entries (document SCIR if applicable).

B53 through D17 - Make appropriate entries if applicable.

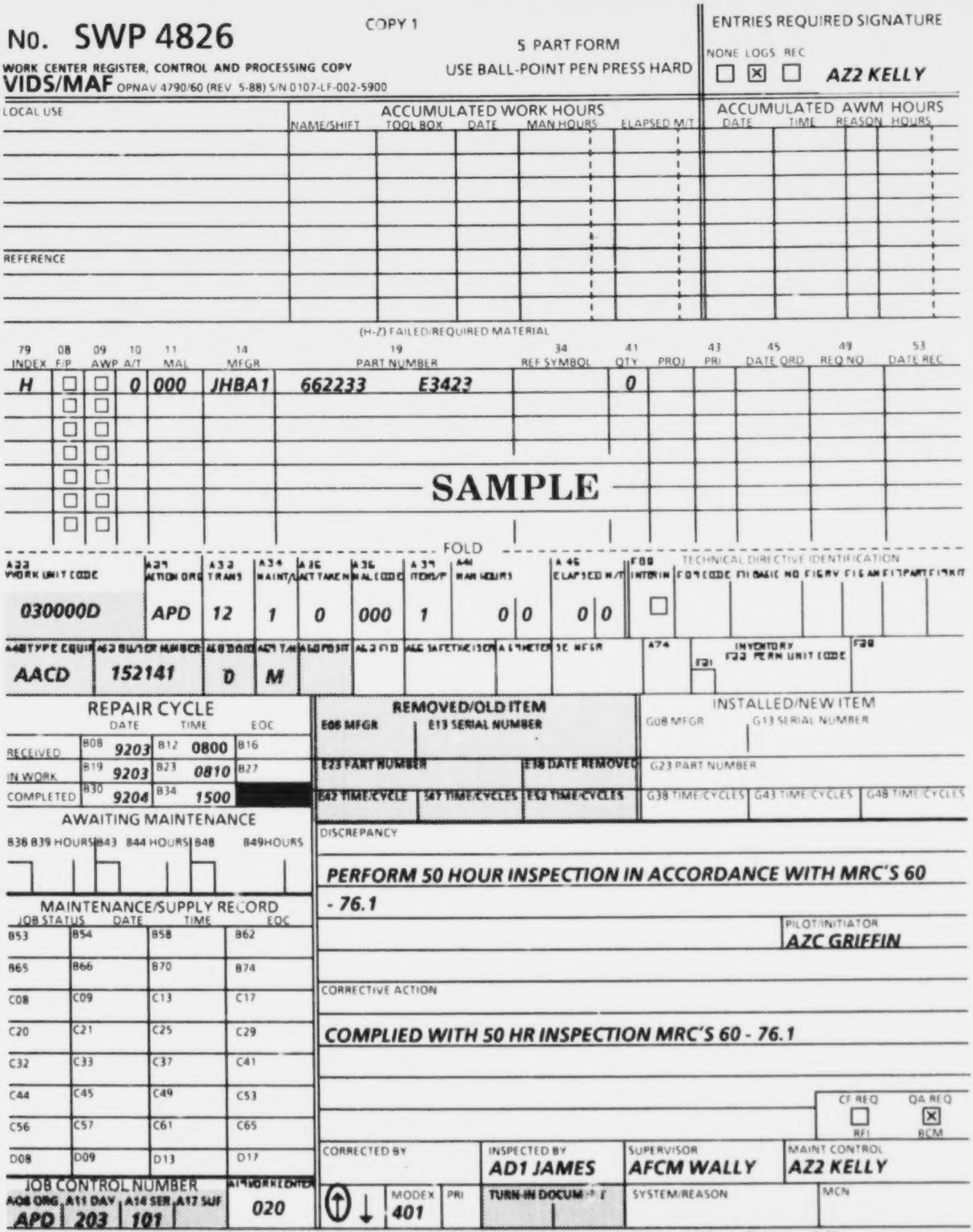
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ2 KELLY

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHBA1	662233 E3423		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
030000D	APD	12	1	0	000	1	0 0	0 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DOD	A59 T/M	A60 POS	A62 FID	A66 SAFETY/EI/SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AACD	152141	D	M							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9203	B12 0800	B16
IN WORK	B19 9203	B23 0810	B27
COMPLETED	B30 9204	B34 1500	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

PERFORM 50 HOUR INSPECTION IN ACCORDANCE WITH MRC'S 60 - 76.1

PILOT/INITIATOR

AZC GRIFFIN

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

COMPLIED WITH 50 HR INSPECTION MRC'S 60 - 76.1

CF REQ ☐ RFI

QA REQ ☒ BCM

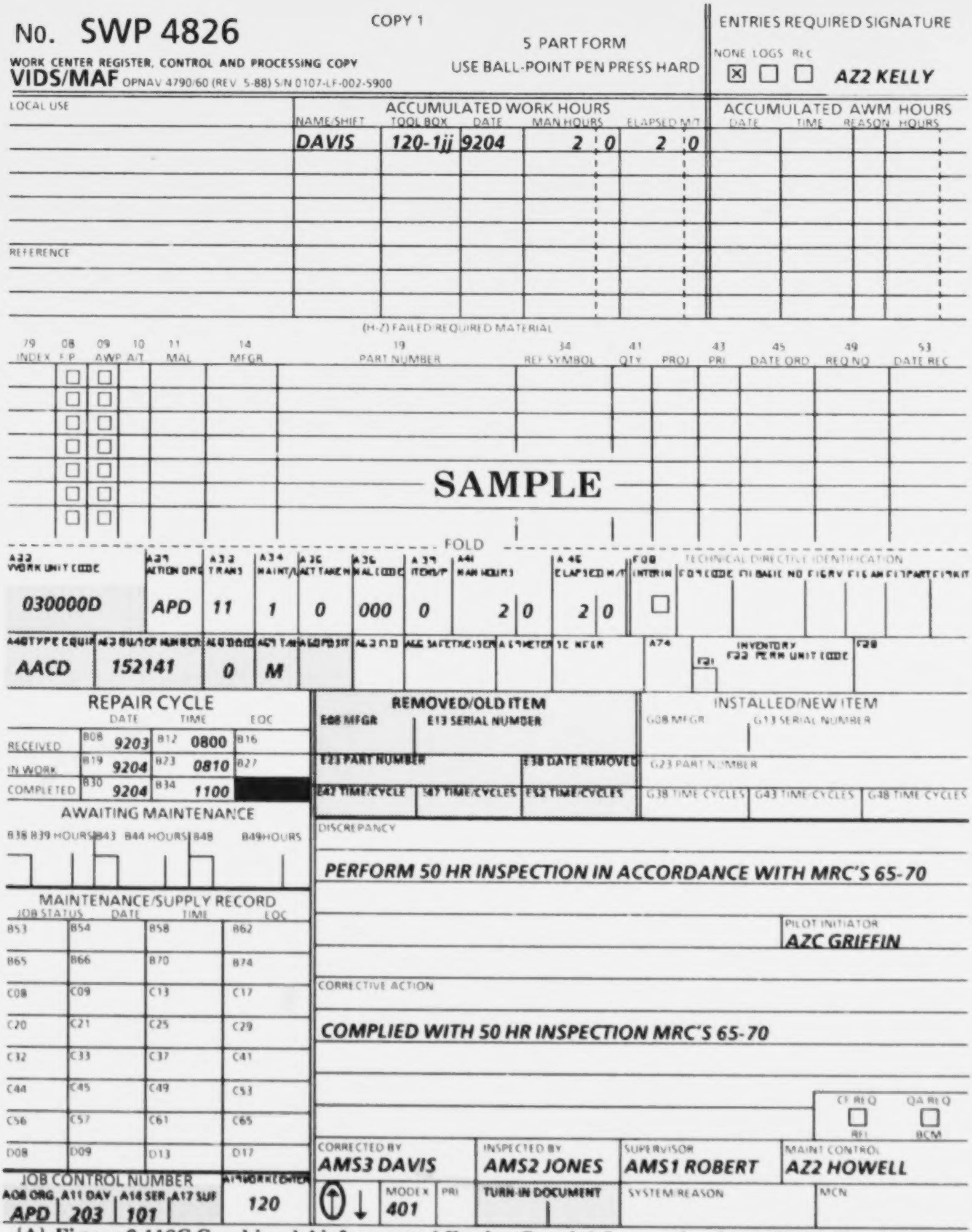
CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 JAMES	AFCM WALLY	AZ2 KELLY

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
APD	203	101		020

↑ ↓ MODEX 401 | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

{A} Figure 6-118A Combined Airframe and Engine Special Inspection Control Document



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 KELLY

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAVIS	120-1jj	9204	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION
030000D	APD	11	1	0	000	0	2 0	2 0	☐	

A46 TYPE EQUIP	A53 BU/SER NUMBER								A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AACD	152141	0	M									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9203	B12 0800	B16
IN WORK	B19 9204	B23 0810	B27
COMPLETED	B30 9204	B34 1100	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME CYCLES

DISCREPANCY

PERFORM 50 HR INSPECTION IN ACCORDANCE WITH MRC'S 65-70

PILOT INITIATOR AZC GRIFFIN

CORRECTIVE ACTION

COMPLIED WITH 50 HR INSPECTION MRC'S 65-70

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS3 DAVIS	AMS2 JONES	AMS1 ROBERT	AZ2 HOWELL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	WORK CENTER		MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
APD	203	101		120	(↑) ↓	401				

{A} Figure 6-118C Combined Airframe and Engine Special Inspection Look Phase Document

{A} Combined Airframe and Engine Special Inspection Look Phase Document for an Installed Engine (Figure 6-118E)

Figure 6-118E (6.5.2.4A) is an example of a VIDS/MAF illustrating a combined airframe and engine hourly special inspection look phase document for an installed engine. For combined airframe and engine special inspections based on calendar days, use Type Maintenance Code D; for combined airframe and engine special inspections based on hours, use Type Maintenance Code M; for combined airframe and engine special inspections based on cycles or events, use Type Maintenance Code N. Look phase documents are issued to each work center participating in the inspection and will be completed in accordance with major inspections of aircraft and engines.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine(s).

A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be 0 (Appendix R).

A59 - Type maintenance code; must be D, M or N (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

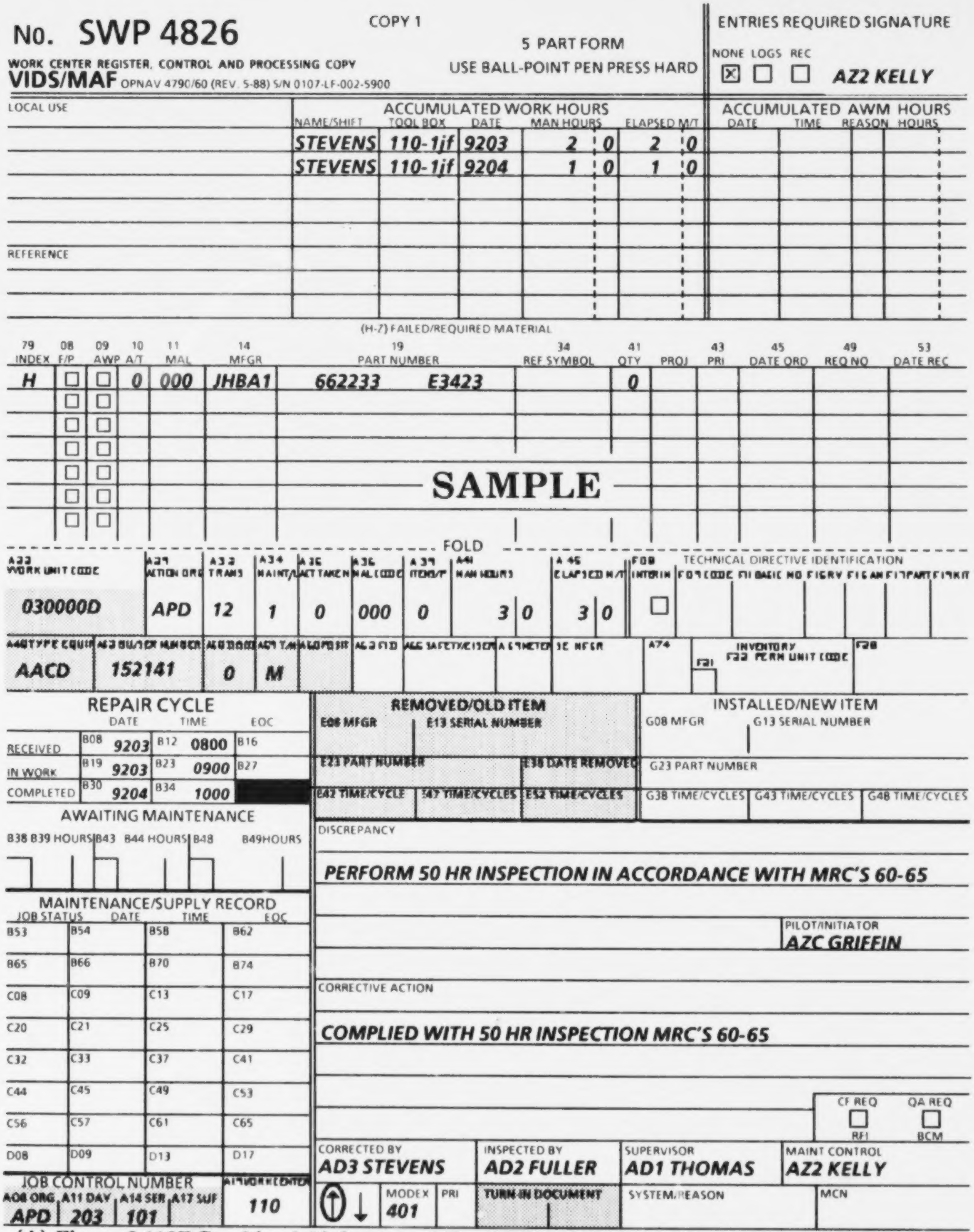
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 KELLY

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
STEVENS	110-1jf	9203	2 0	2 0
STEVENS	110-1jf	9204	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHBA1	662233 E3423		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
030000D	APD	12	1	0	000	0	3 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F07 CODE, F11 BASIC NO, F16 REV, F16 AM, F17 PART, F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A51 T/M	A52 POS	A53 FID	A55 SAFETY/EI SER	A67 METER	A6 MFGR	A74	F21	F22 PERM UNIT CODE INVENTORY	F28
AACD	152141	0	M									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9203	B12 0800	B16
IN WORK	B19 9203	B23 0900	B27
COMPLETED	B30 9204	B34 1000	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
APD	203	101		110

DISCREPANCY

PERFORM 50 HR INSPECTION IN ACCORDANCE WITH MRC'S 60-65

PILOT/INITIATOR AZC GRIFFIN

CORRECTIVE ACTION

COMPLIED WITH 50 HR INSPECTION MRC'S 60-65

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 STEVENS	AD2 FULLER	AD1 THOMAS	AZ2 KELLY

⬆ ↓	MODEX 401	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

{A} Figure 6-118E Combined Airframe and Engine Special Inspection Look Phase Document for an Installed Engine

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6.5.3 VIDS/MAF Work Request. This form is used by supported maintenance and supply activities to request work or assistance from the supporting IMA that is beyond the requesting activity's capability, and does not involve repair of aeronautical material. The VIDS/MAF work request is used for, but is not limited to, the following (Figures 6-121 thru 6-133):

a. To request check, test, and service of items removed from an aircraft/equipment/SE for scheduled maintenance when requested work is beyond the capability of the requesting activity.

NOTE

Work requests for items removed for check, test, service, and local manufacture or fabrication must be approved and signed by the requesting activity's maintenance control supervisor and the supporting activity's production control supervisor. {A} Batteries removed for check, test, or service will be documented in accordance with paragraph 6.5.1.14.

b. To induct items not part of aircraft or SE, for example, pilot's personal equipment, oxygen masks, and life preservers that require check, test, and service.

c. To induct items from supply for check, test, and service.

d. To induct items from supply for build-up, for example, engine, quick engine change kit, and wheel and tire assembly.

e. To induct items not having a WUC or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

f. To request Nondestructive Inspections (NDI), either on-site or at IMA, as required by supported maintenance activities, when a TD is not involved.

g. To induct items for RFI certification prior to installation in aircraft upon the return from SDLM.

NOTE

Components authorized to be removed from an aircraft prior to induction into SDLM and retained by the squadron will be documented on the VIDS/MAF using Malfunction Description Code 805 and Action Taken Code P. Prior to reinstallation, those components should be inducted into the IMA for check, test, or service, using the VIDS/MAF work request. Components authorized to be removed from aircraft for pool stock will be processed to the IMA using Action Taken Code P and Malfunction Code 805. Copy 2 will not be processed in these instances. Subsequent repair of the failed component will require that the requesting activity submit a new VIDS/MAF with each defective item requiring repair.

Removal For Check, Test, and Service (Figure 6-121)

Figure 6-121 (6.5.3) is an example of a VIDS/MAF documented for the request to check, test, and service items removed from an aircraft/equipment/SE for scheduled maintenance when requested work is beyond the capability of the requesting activity. This paragraph outlines the procedures for documenting maintenance actions occurring when items are removed for check, test, and service, and when they are reinstalled or replaced after the action is completed. Induction of check, test, and service items and those items requiring test by local MRCs, will be subject to the approval of the supporting IMA. Check, test, and service of removed items, for example, components, parachutes, and seat belts, are documented on a VIDS/MAF in the following manner:

NOTE

The VIDS/MAF will be distributed and posted on appropriate VIDS boards in accordance with paragraph 6.2.3.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

A22 - Enter the WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. When there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate support action code from Appendix O.

A29 - Enter the appropriate O-level organization code.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix Q.

A52 - Enter the BU/SERNO of the equipment. If there is no serial number, enter 0.

A58 - When discovered code . Enter O. (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H). In the case of items removed as part of an inspection, enter the applicable code for the inspection being performed.

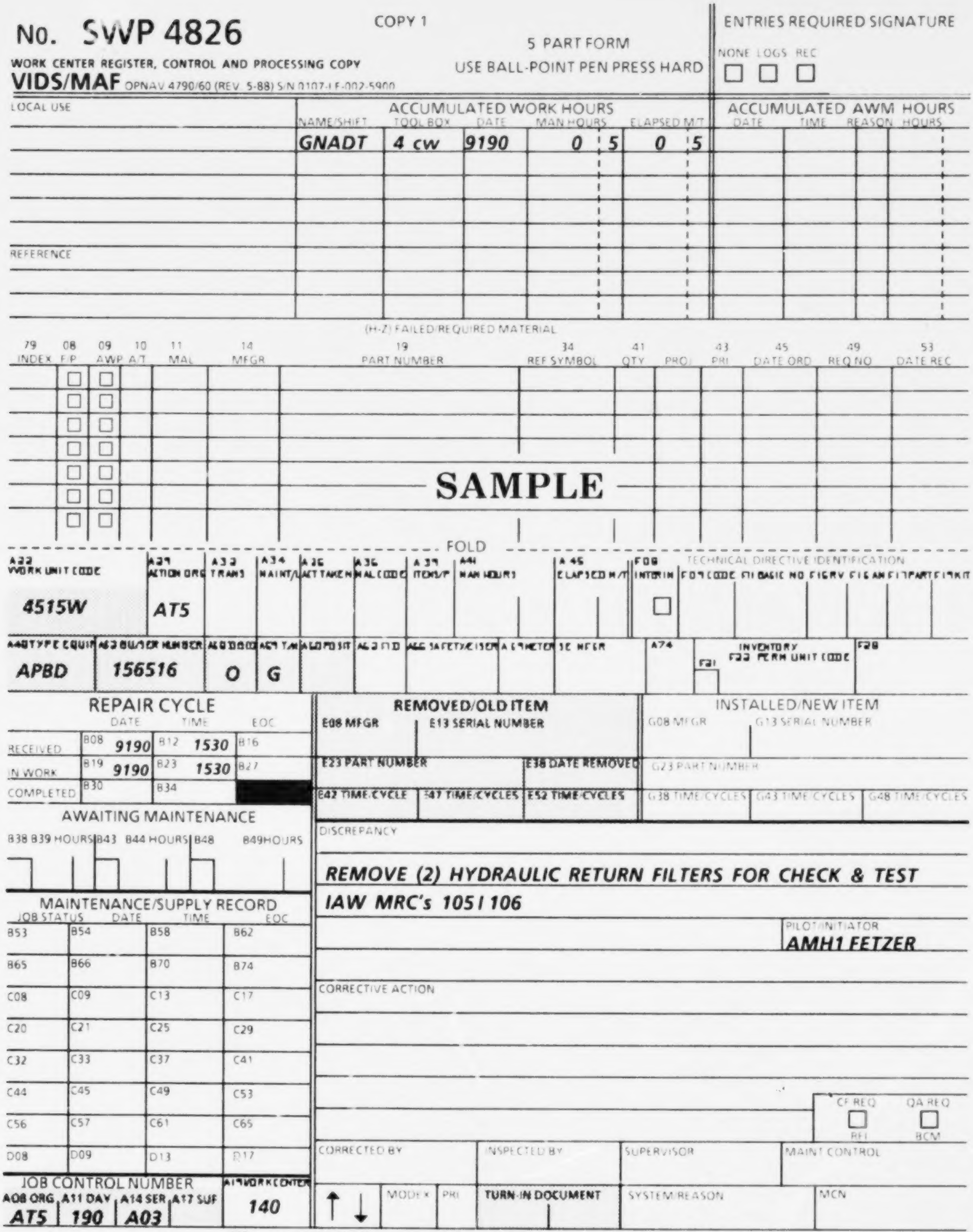
B08 through B27 - Enter the appropriate Julian dates and times the maintenance action was received and work was started. Document SCIR data if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

A08 through A14 - Enter the JCN assigned by maintenance control. In cases where the aircraft is undergoing inspection, enter the sequential (fix) JCN assigned to control the removal/reinstallation of the component.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the reason for removal, for example, two hydraulic filters removed for check/test and service. List item serial numbers if appropriate.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GNADT	4 cw	9190	0 5	0 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
4515W	AT5								☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A08 TYPE EQUIP	A12 BU/SER NUMBER	A18 [illegible]	A[illegible] TM	A[illegible] POSIT	A[illegible] FID	A[illegible] SAFETY/EI SER	A[illegible] METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	156516	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12 1530	B16
IN WORK	B19 9190	B23 1530	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

REMOVE (2) HYDRAULIC RETURN FILTERS FOR CHECK & TEST

IAW MRC's 1051 106

PILOT/INITIATOR
AMH1 FETZER

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT5	190	A03		140

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-121 Removal for Check, Test, and Service

VIDS/MAF Work Request Turn-in Document (Figure 6-123)

Figure 6-123 (6.5.3) is an example of a VIDS/MAF documented for a VIDS/MAF work request turn-in. The work center originating the maintenance action must initiate a VIDS/MAF work request turn-in document and route it to maintenance control for signature prior to delivering the component(s) to the supporting IMA. The VIDS/MAF work request is delivered, with the component(s), to production control. Production control supervisor will sign the VIDS/MAF work request in the corrective action block and return a signed VIDS/MAF Copy 2, as proof of turn-in, to the requesting activity. This Copy 2 will be placed on the maintenance control/phase VIDS board until IMA has completed the check, test, or service. The following blocks will be completed:

A22 - Enter the WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. When there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate support action code from Appendix O.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix Q.

A52 - Enter the BU/SERNO of the equipment. If there is no serial number, enter 0.

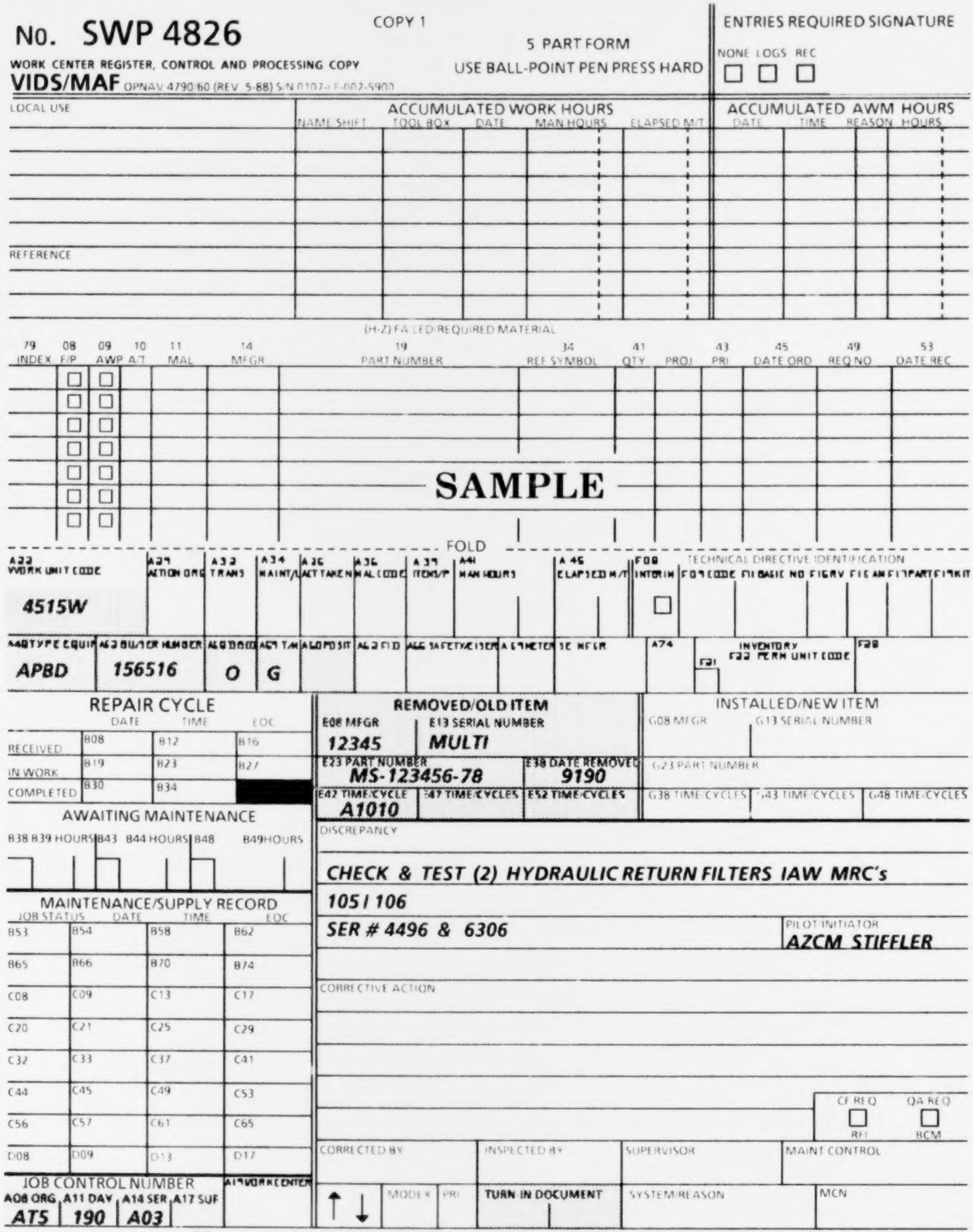
A58 - When discovered code. Enter O. (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H). In the case of items removed as part of an inspection, enter the applicable code for the inspection being performed.

E08 through E52 - Enter the manufacturer's code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, nter 0. A separate VIDS/MAF work request is required for like items which have different manufacturer's codes/part numbers. In the case of egress and survival equipment with like part numbers but different manufacturer's code, enter five zeroes in the manufacturer's code block and the time/cycle block using the appropriate prefix.

A08 through A14 - Enter the JCN assigned by maintenance control. In cases where the aircraft is undergoing inspection, enter the sequential (fix) JCN assigned to control the removal/reinstallation of the component.

DISCREPANCY - Enter descriptive narrative, serial numbers if appropriate, MRC numbers if applicable, and signature of the maintenance control supervisor.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION
4515W									☐	

A48 TYPE EQUIP	A52 BU/SER NUMBER								A74	INVENTORY F22 PERM UNIT CODE	F28
APBD	156516	O	G								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
12345	MULTI

E23 PART NUMBER	E38 DATE REMOVED
MS-123456-78	9190

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A1010		

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

CHECK & TEST (2) HYDRAULIC RETURN FILTERS IAW MRC's

105 I 106

SER # 4496 & 6306

PILOT INITIATOR AZCM STIFFLER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT5	190	A03		

↑ ↓ | MODEX | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-123 VIDS/MAF Work Request Turn-In Document

Reinstallation After Check, Test, and Service (Figure 6-125)

Figure 6-125 (6.5.3) is an example of a VIDS/MAF documented for reinstallation of the items that were tested, inspected, or serviced. The requesting activity will complete the VIDS/MAF that has been held in suspense as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be S (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

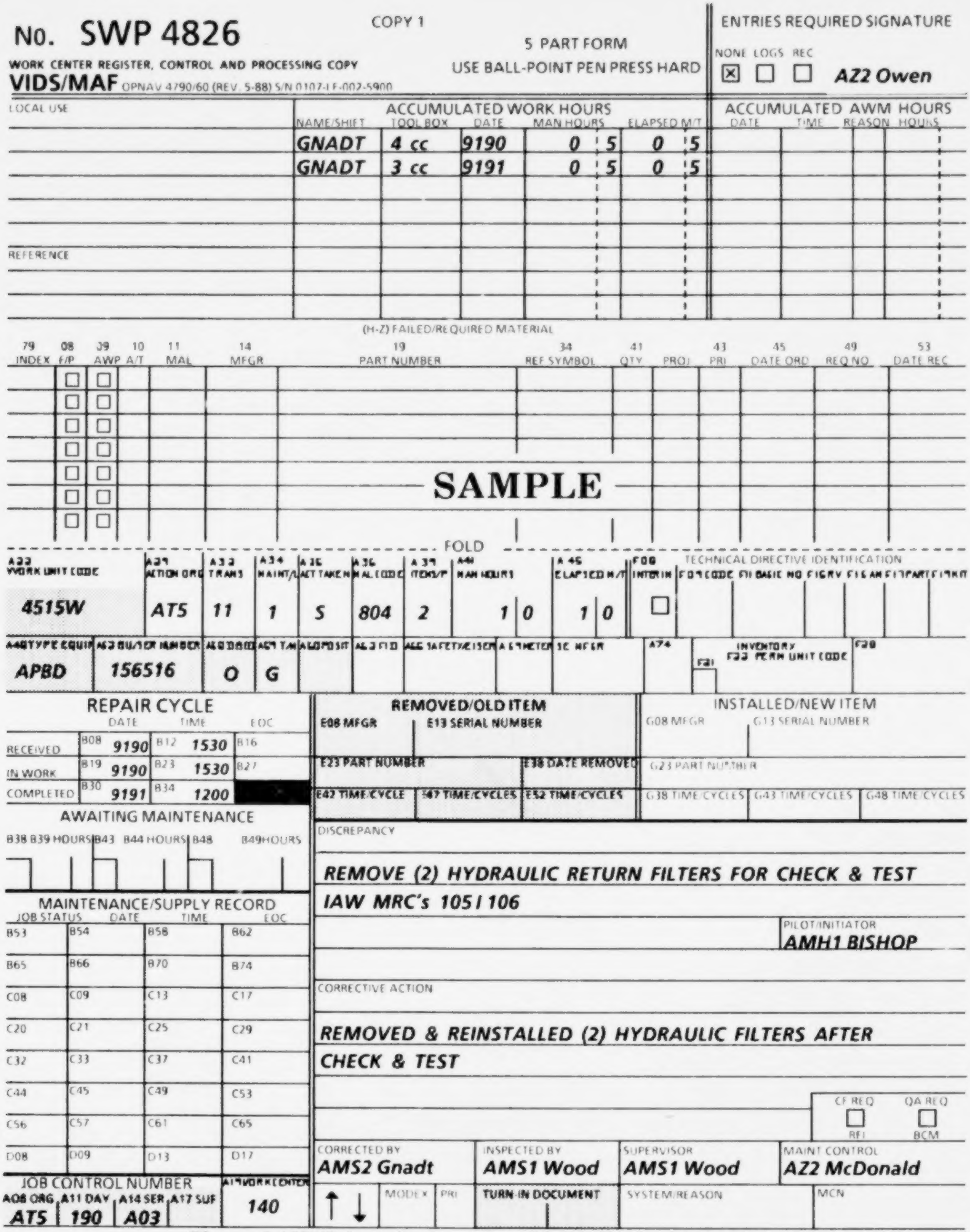
A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.

CORRECTIVE ACTION - Enter narrative of corrective action, for example, reinstalled after check, test, or service.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Owen

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GNADT	4 cc	9190	0 5	0 5
GNADT	3 cc	9191	0 5	0 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 TD CODE	F11 BASIC NO	F16 REV	F18 AM	F17 PART	F19 KIT
4515W	AT5	11	1	S	804	2	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A71 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	156516	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12 1530	B16
IN WORK	B19 9190	B23 1530	B27
COMPLETED	B30 9191	B34 1200	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT5	190	A03		140

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

REMOVE (2) HYDRAULIC RETURN FILTERS FOR CHECK & TEST
IAW MRC's 105 I 106

PILOT/INITIATOR
AMH1 BISHOP

CORRECTIVE ACTION

REMOVED & REINSTALLED (2) HYDRAULIC FILTERS AFTER
CHECK & TEST

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS2 Gnadt	AMS1 Wood	AMS1 Wood	AZ2 McDonald

↑ ↓ MODEX PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-125 Reinstallation After Check, Test, and Service

Conditional Inspection VIDS/MAF Work Request (NDI On-Site) (Figure 6-127)

Figure 6-127 (6.5.3) is an example of a VIDS/MAF documented for an NDI performed at the supported activity (on-site). The requesting organization initiates a VIDS/MAF work request and delivers it to IMA for scheduling. Production control signs and returns VIDS/MAF Copy 2 to the requesting activity as proof of receipt. When the IMA inspector completes the inspection he/she signs off Copies 1 and 4 of the VIDS/MAF, at the requesting activity. Copy 4 is given to the requesting activity for completion of the controlling VIDS/MAF. The following data elements on the VIDS/MAF work request will be completed by the requesting activity:

A22 - Enter the WUC of the item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix Q.

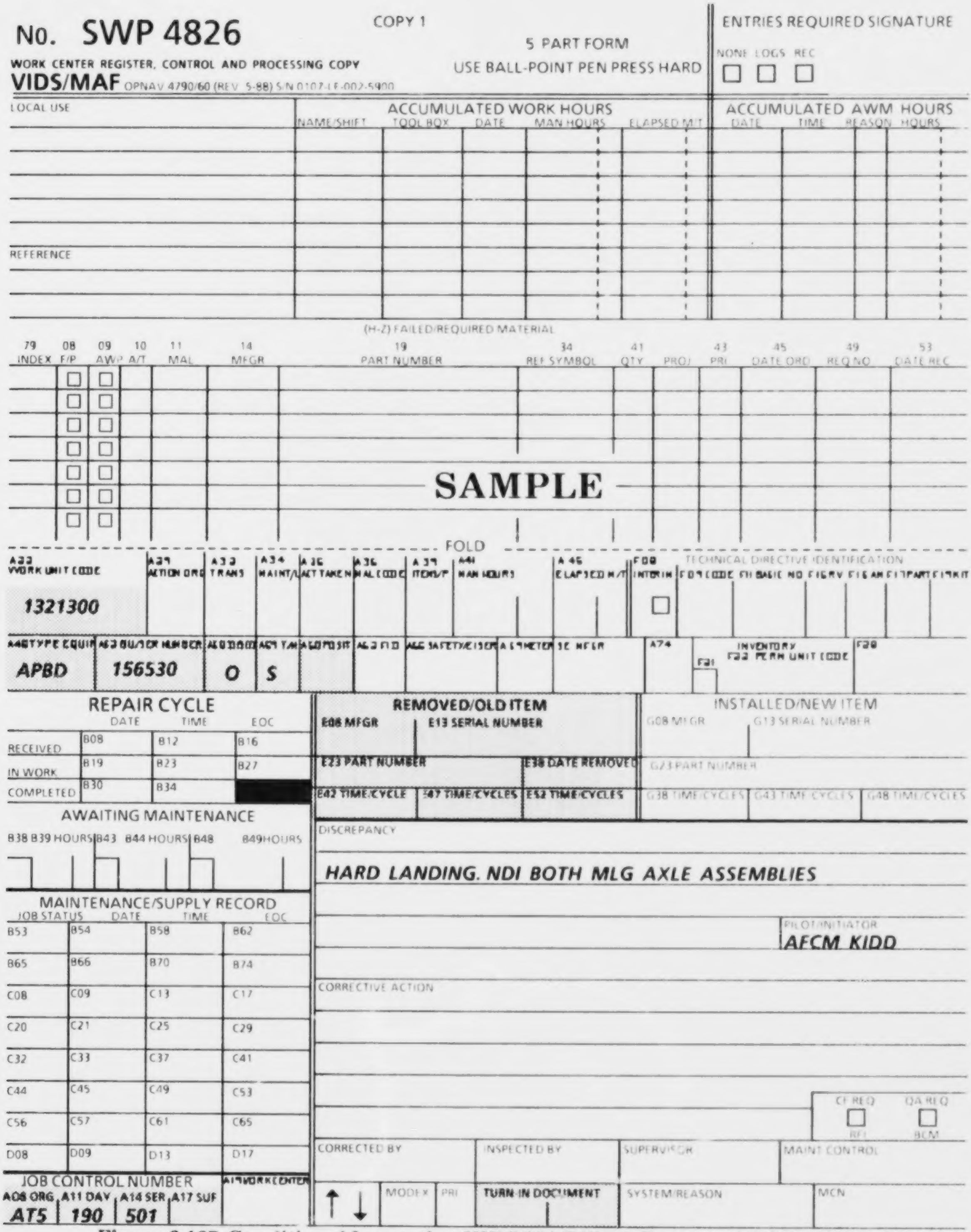
A52 - Enter the BU/SERNO of the equipment.

A58 - When discovered code. Enter Code O. (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter narrative citing the NDI required and signature of the maintenance control supervisor.



No. **SWP 4826**

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
1321300									☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	156530	O	S									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
E23 PART NUMBER		E38 DATE REMOVED
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

HARD LANDING. NDI BOTH MLG AXLE ASSEMBLIES

PILOT/INITIATOR AFCM KIDD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT5	190	501		

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-127 Conditional Inspection VIDS/MAF Work Request (NDI On-Site)

VIDS/MAF Work Request for ALSS and Other End Items (Figure 6-129)

Figure 6-129 (6.5.3) is an example of a VIDS/MAF work request documented for items inducted into IMA for check, test, and service that are not part of an aircraft/SE, for example, pilot's personal equipment, oxygen masks, and life preservers. The VIDS/MAF work request is delivered, with the component(s), to production control. Production control supervisor will sign the VIDS/MAF work request in the corrective action block and return a signed VIDS/MAF Copy 2, as proof of turn-in, to the requesting activity. This Copy 2 will be placed on the maintenance control/phase VIDS board until IMA has completed the check, test, or service. These items are documented as follows:

A22 - Enter the WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. When there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate support action code from Appendix O.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix Q.

A52 - Enter the BU/SERNO. If there is no BU/SERNO, or in the event of multiple items, enter 0. In cases of on-equipment work at the O-level for personal survival equipment enter the first letter of the crew member's first and last name and last four digits of the social security number.

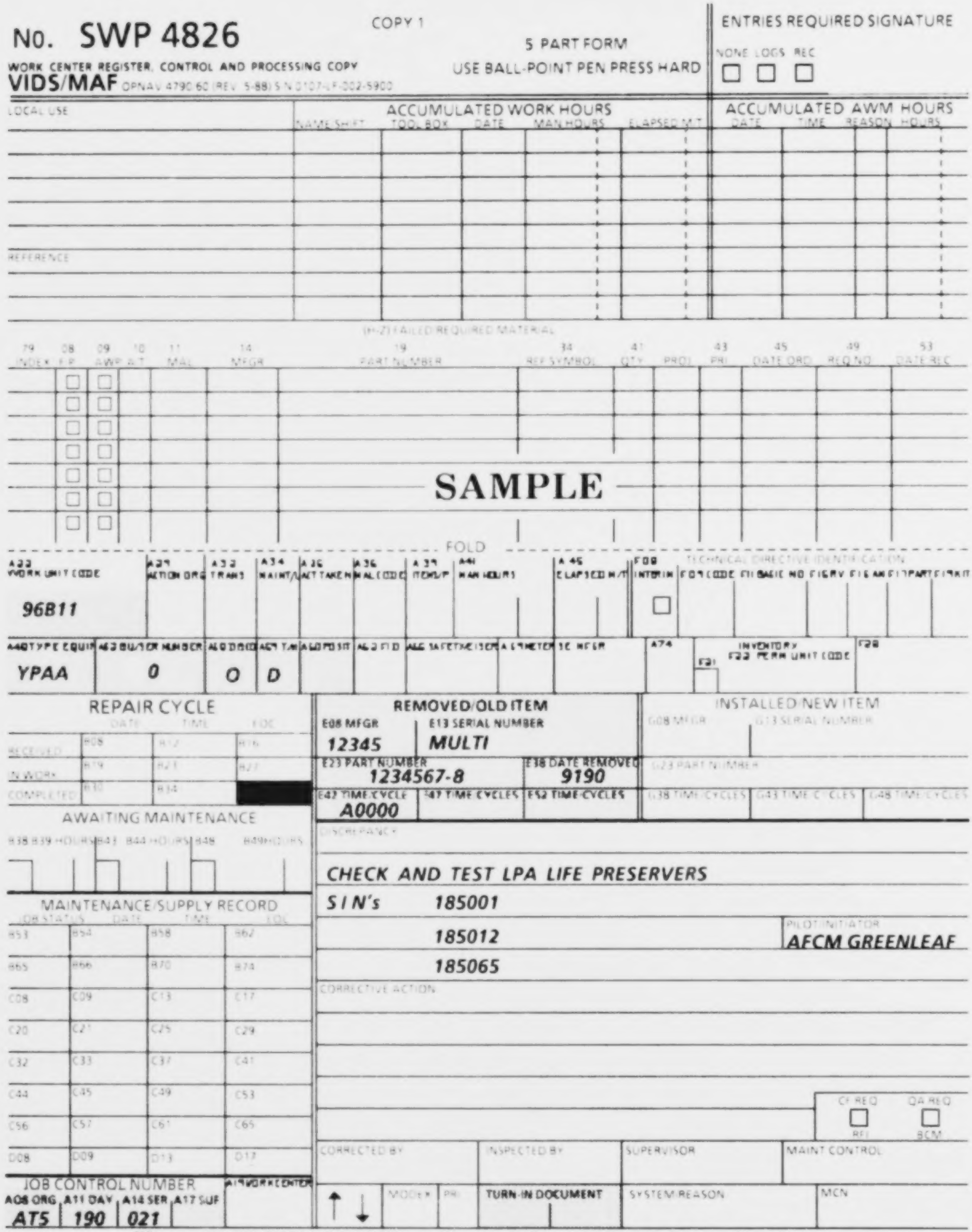
A58 - When discovered code. Enter O. (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

E08 through E52 - Enter the manufacturer's code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate VIDS/MAF work request is required for like items which have different manufacturer's codes/part numbers. In the case of egress and survival equipment with like part numbers but different manufacturer's code, enter five zeroes in the manufacturer's code block and the time/cycle block using the appropriate prefix.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter descriptive narrative, serial numbers if appropriate, MRC numbers if applicable, and signature of the maintenance control supervisor.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION
96B11									☐	

A40 TYPE EQUIP	A62 BU/SER NUMBER	A63 DISC	A67 TIME	A68 POS	A62 FID	A66 SAFETY/EI	METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
YPAA	0	O	D									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B21	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
12345	MULTI	
E23 PART NUMBER		E38 DATE REMOVED
1234567-8		9190
E42 TIME/CYCLE	E47 TIME CYCLES	E52 TIME-CYCLES
A0000		

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

CHECK AND TEST LPA LIFE PRESERVERS

S/N's 185001

185012

185065

PILOT/INITIATOR

AFCM GREENLEAF

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
AT5	190	021		

↑ ↓ MODEX PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-129 VIDS/MAF Work Request for ALSS and Other End Items

VIDS/MAF Work Request Turn-In Document (Local Manufacture/Fabrication) (Figure 6-131)

Figure 6-131 (6.5.3) is an example of a VIDS/MAF work request for the manufacture/fabrication of an item.

A22 - Enter the WUC of the removed item. If the item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC.

A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix Q.

A52 - Enter the BU/SERNO.

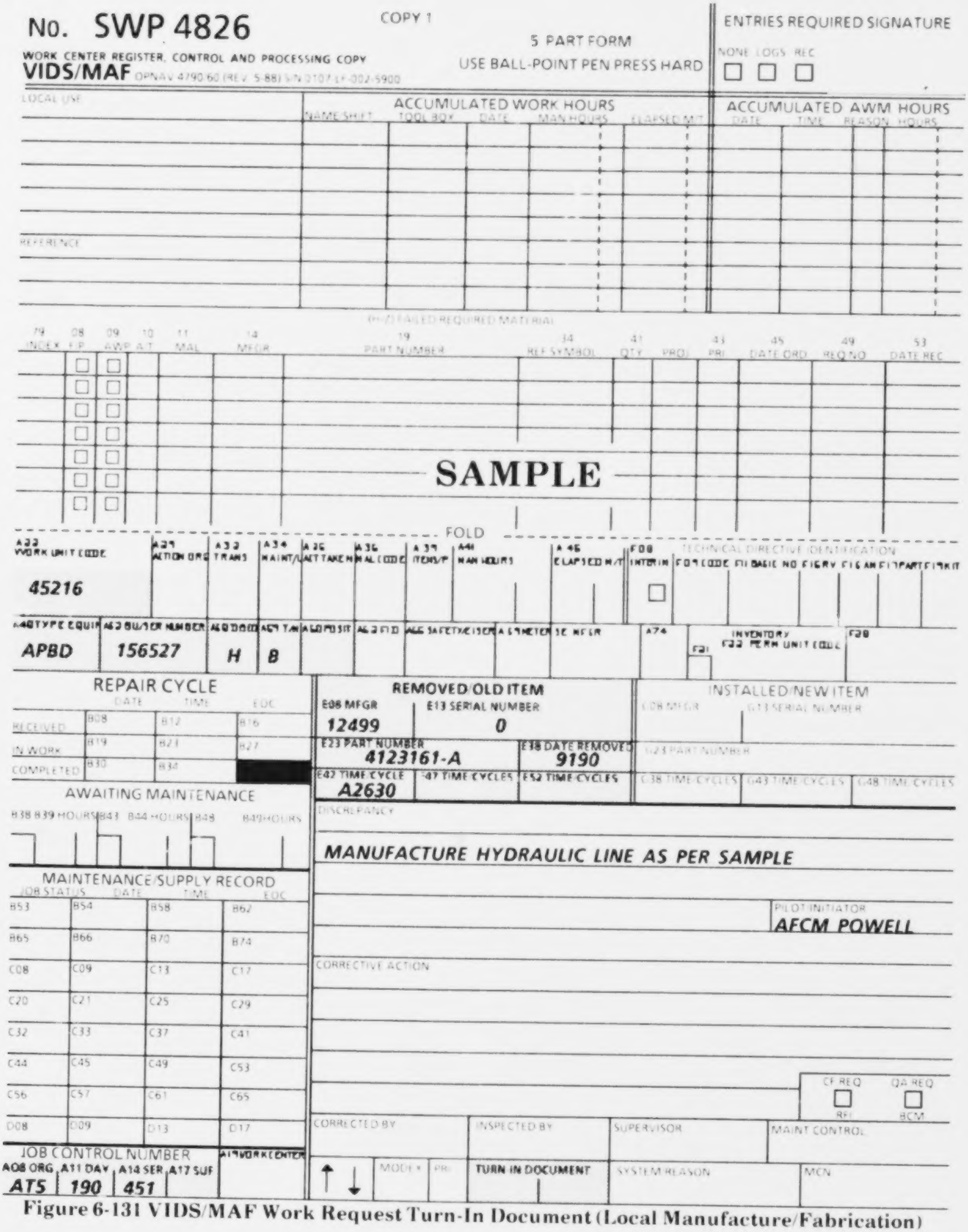
A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

E08 through E52 - Enter the manufacturer's code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate VIDS/MAF work request is required for like items which have different manufacturer's codes/part numbers.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter descriptive narrative of the item requested to be manufactured/fabricated and signature of the maintenance control supervisor.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE: 45216

A29 ACTION ORG

A32 TRANS

A34 MAINT/L

A35 ACT TAKEN

A36 MAL CODE

A39 ITEMS/P

A41 MAN HOURS

A46 ELAPSED M/T

F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP: APBD

A52 BU/SER NUMBER: 156527

A58: H

A59 T/M: B

A60 POSIT

A62 FID

A65 SAFETY/EI SER

A67 METER

A74

F21

INVENTORY F22 PERM UNIT CODE

F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG: ATS

A11 DAY: 190

A14 SER: 451

A17 SUF

A19 WORK CENTER

REMOVED/OLD ITEM

E08 MFGR: 12499

E13 SERIAL NUMBER: 0

E23 PART NUMBER: 4123161-A

E38 DATE REMOVED: 9190

E42 TIME/CYCLE: A2630

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

MANUFACTURE HYDRAULIC LINE AS PER SAMPLE

PILOT/INITIATOR: AFCM POWELL

CORRECTIVE ACTION

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ ↓

MODEX

PRI

TURN IN DOCUMENT

SYSTEM REASON

MCN

Figure 6-131 VIDS/MAF Work Request Turn-In Document (Local Manufacture/Fabrication)

VIDS/MAF Work Request Turn-In Document (No WUC/TEC) (Figure 6-133)

Figure 6-133 (6.5.3) is an example of a VIDS/MAF work request for the manufacture/fabrication of nonaeronautical items.

A22 - Work unit code; enter applicable 090 series.

A48 - Type equipment code; must be ZA series (Appendix Q).

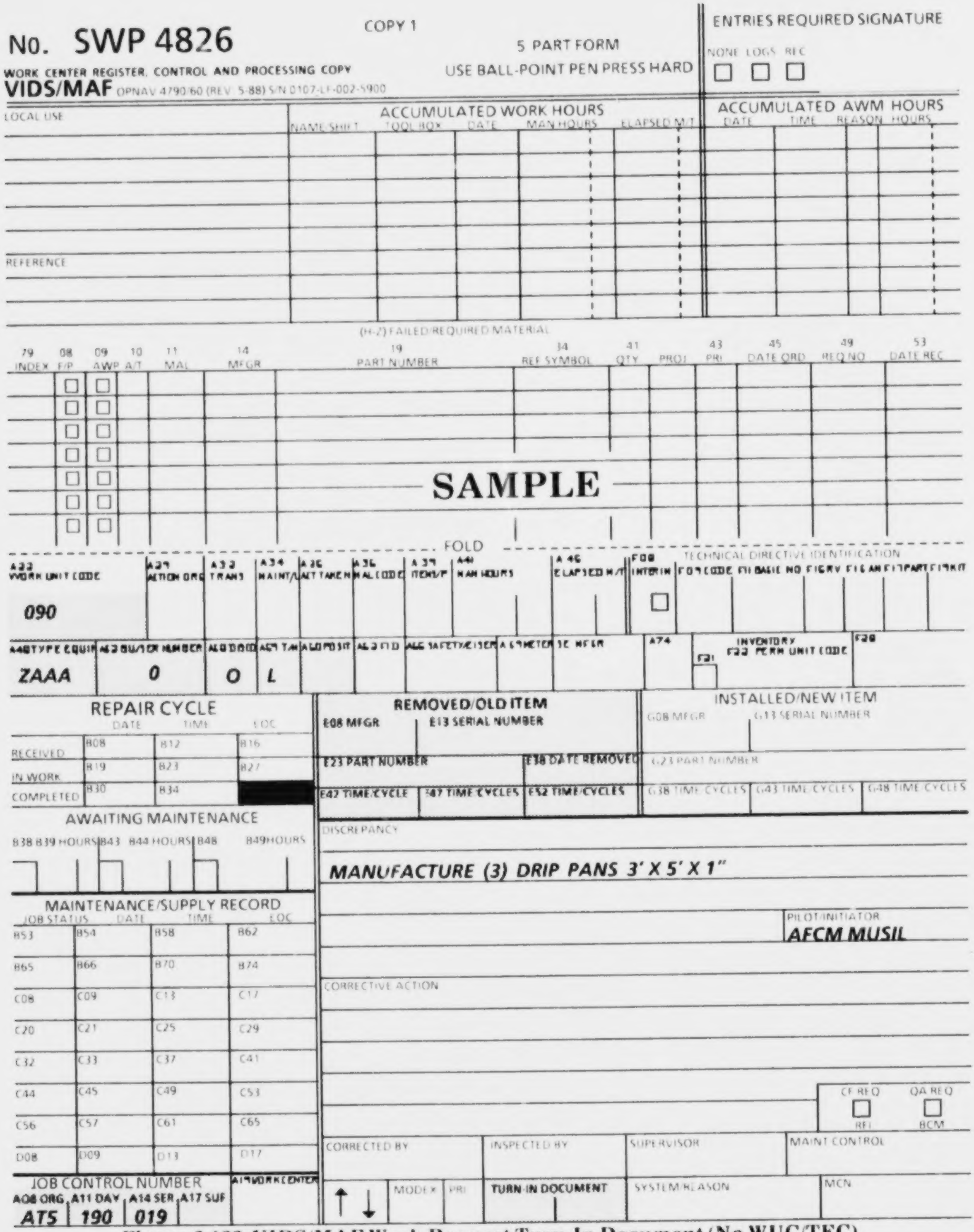
A52 - BU/SERNO; enter 0.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter descriptive narrative of the item requested to be manufactured/fabricated and signature of the maintenance control supervisor.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-2) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
090									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DDD	A59 T/M	A60 POSIT	A63 FID	A66 SAFETY/E ISER	A69 METER	3E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
ZAAA	0	O	L							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

MANUFACTURE (3) DRIP PANS 3' X 5' X 1"

PILOT/INITIATOR *AFCM MUSIL*

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
ATS	190	019		

Figure 6-133 VIDS/MAF Work Request Turn-In Document (No WUC/TEC)

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6.5.4 Technical Directive (TD) Compliance

6.5.4.1 Technical Directive Compliance Procedures (On-Equipment). The VIDS/MAF is used to document all TD compliances. The TD compliance VIDS/MAF is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Data obtained from the form allows identification of all direct man-hours expended complying with directives. Maintenance control originates the TD compliance VIDS/MAF. Maintenance control will retain all copies of the VIDS/MAF except Copy 2, following annotation of parts/kit by material control if required. They will forward Copy 2 to QA/A. When parts/kits and aircraft/equipment are available for TD compliance forward Copy 1 and Copy 5 to the primary work center. Hold Copy 3 in suspense on the VIDS board until the TD is complete and Copy 1 has been received from the work center. If more than one work center is involved, maintenance control must initiate a separate TD compliance VIDS/MAF for each assist work center to document their portion of the TD. TD removals will be documented in the same manner as TD incorporations except for block A35 and the (H-Z) record. TD Status Code "Q" will be entered in block A35 and the (H-Z) record will be left blank (Figures 6-137 thru 6-143).

6.5.4.2 Technical Directive Compliance Procedures (Off-Equipment). TDs will frequently require off-equipment work, specifying accomplishment at I-level. In these cases, the activity will use the one character code which actually describes the maintenance level that was performed in block A34 of the TD compliance VIDS/MAF.

a. If the TD compliance is directly applicable to a component, the removal and replacement of the component and the associated man-hours will be documented on a VIDS/MAF. Once the removal is completed, the maintenance action remains outstanding until the reinstallation has been accomplished. Those man-hours and the EMT expended in removal may be annotated in the accumulated work hours block for calculation of the total man-hours and EMT to be entered in blocks A41 and A45 when the reinstallation is complete. The O-level activity will then originate a TD compliance VIDS/MAF for the component being forwarded to the IMA. This TD compliance VIDS/ MAF will accompany the component to the IMA for documenting the accomplishment of the TD compliance action and processing. If a component is not ordered, IMA will sign VIDS/MAF Copy 2, indicating receipt of the component, and return the Copy 2 to the O-level activity as an IOU receipt.

b. The IMA will complete the remainder of the TD compliance VIDS/MAF, accounting for the item(s) processed in block A39.

c. If the IMA informs the O-level activity that the component requires repair, the O-level activity must initiate another VIDS/MAF for turn-in and requisitioning purposes using the original JCN.

11.6.4.3 Close Out. A close out is required for TDs that impact aircraft mission capability. Refer to page 6-40 for VIDS/MAF close out procedures.

TD Compliance (Maintenance Control Entries) (Figure 6-137)

Figure 6-137 (6.5.4.1) is an example of a VIDS/MAF documented for TD compliance illustrating maintenance control entries prior to issuing to the work center.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).

(H-Z) - Record supply requisition(s) if applicable. This section provides for a complete record of ordering, follow-up action, and delivery status of the material/kit(s) required to incorporate each TD. Enter the material or kit stock number of the item(s) required (block 19), quantity of material, other than kits, required (block 41), material priority necessary for receipt of required material or kit to facilitate incorporation of the directive by the time limitations specified in the TD (block 43), Julian date on which the specified kit or material was ordered (block 45), requisition number on which the specified kit or material was ordered (block 49), and the Julian date the material/kit(s) was received by the activity (block 53).

A22 - Enter the complete five- or seven-character WUC which identifies the system. The applicable WUC is indicated in the subject line of the TD. In cases where removed repairable parts do not have a WUC assigned, use the five- or seven-character NOC code provided by the system, subsystem, sub-subsystem, or component.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 41 or 47 (Appendix P).

A34 - Maintenance level; must be 1.

F09 through F19 - Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48. Enter an X to indicate an Interim TD, otherwise leave blank (F08), the two-character code that denotes the type TD being incorporated (F09), the basic TD number preceded by a zero(s) as necessary to complete the four-character field (F11), the alpha character that denotes the specific revision of the basic TD (F15) (leave blank if not applicable), the one-character numeric amendment number of the basic TD (F16) (leave blank if not applicable), the two-character numeric part number of the basic TD (F17) (leave blank if not applicable), and the two-character code of the specific kit to be incorporated (F19) (if no kit is required, enter 00 in this section).

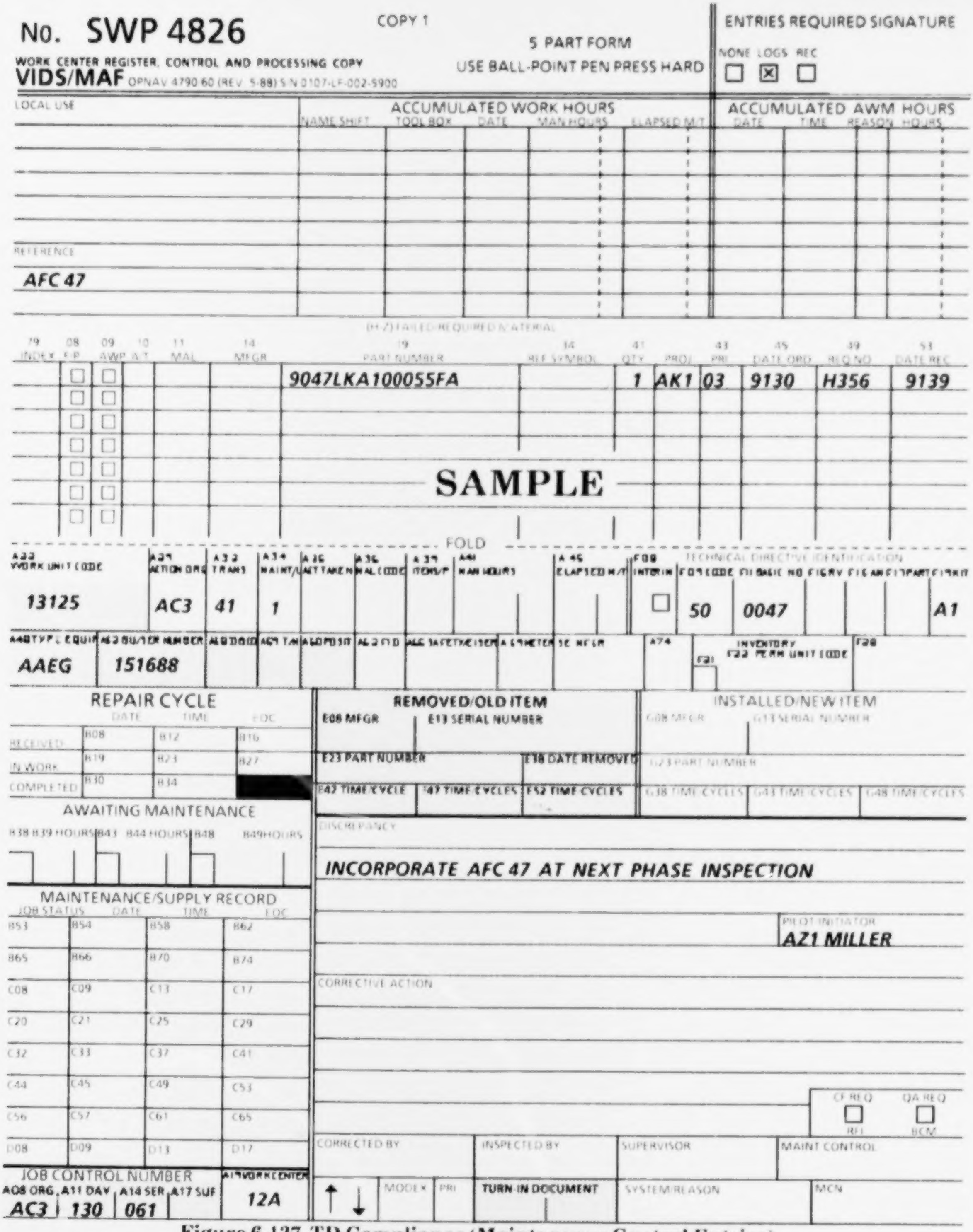
A48 - Enter the TEC that identifies the type of weapon system, engine, or SE to which the TD applies. If the TD is applicable to a component instead of an end item, use the applicable Y or D series TEC. Structuring of these codes is explained in Appendix Q.

A52 - Enter the BU/SERNO of the type equipment entered in block A48. When using Y or D series TECs enter the six position serial number or 0 in this block. If the TD is applicable to survival equipment issued to an aircrewman, enter the aircrewman's identification number, paragraph 6.2.4.18.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD such as assist work center(s), completion due date, estimated man-hours, crew size, SE required, etc.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐

LOCAL USE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

AFC 47

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F-P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				9047LKA100055FA		1	AK1	03	9130	H356	9139
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13125	AC3	41	1						☐	50	0047				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A61 T/M	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A GTMETER	SE MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F28
AAEG	151688									☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM: E08 MFGR | E13 SERIAL NUMBER | E23 PART NUMBER | E38 DATE REMOVED | E42 TIME/CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM: G08 MFGR | G13 SERIAL NUMBER | G23 PART NUMBER | G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

INCORPORATE AFC 47 AT NEXT PHASE INSPECTION

PILOT/INITIATOR

AZ1 MILLER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG.	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	130	061		12A

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-137 TD Compliance (Maintenance Control Entries)

TD Compliance (Work Center Entries) (Figure 6-139)

Figure 6-139 (6.5.4.1) is an example of a VIDS/MAF documented for a TD compliance with the work center entries. The following data elements will be filled out by the work center upon completion.

A35 - Enter the status code that describes the action taken by the reporting work center (Appendix J). Upon completion of its portion of the TD, only the primary work center will enter a C or a Q status code on the TD compliance VIDS/MAF. All assisting work centers will enter Status Code A on their TD compliance VIDS/MAF.

A39 - Enter the total number of items processed in this block, not to exceed 99. TD Status Codes A or W in block A35 will require 0. TD Status Codes C, D, P, or Q in block A35 will require a minimum of 1 in this block. Items processed in excess of 1 may be entered only when block A48 contains a code beginning with Y, or D and is either a nonserialized item or does not include a part number change in blocks E or G. Serialized items for which a part number change is reflected in blocks E or G must be accomplished on an individual TD compliance VIDS/MAF.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

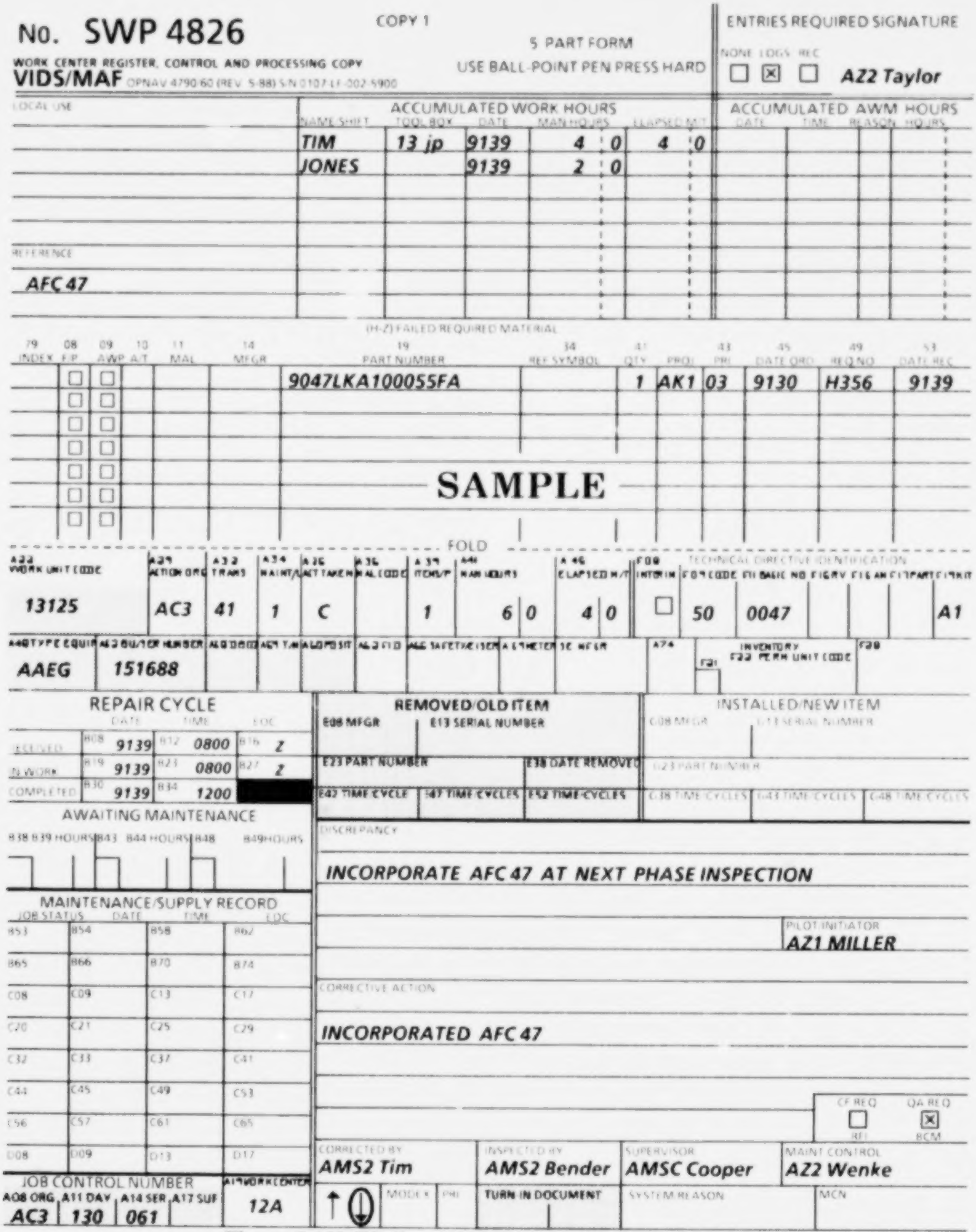
E08 through E52 - Enter the manufacturer's code, component serial number, part number (if more than 15 characters, enter the last 15), Julian date item was removed, and time/cycles. Enter the time since overhaul, if available, otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from Appendix G. Entries are required in these blocks when a Y or D series TEC is entered in block A48. If block A52 contains an aircrewman's identification number, and no part number change occurs, these blocks will be left blank. Use of these blocks by all other TECs with the exception of TEC "A" is restricted to those items where a part number is changed.

G08 through G48 - If compliance with the TD results in a part number change, enter the manufacturer's code, component serial number, new part number of the modified component, (if more than 15 characters, enter the last 15), and time/cycles. Enter time since overhaul, if available, otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from Appendix G. If compliance with the TD does not result in a part number change, enter the same information as shown in blocks E08 through E42.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

CORRECTIVE ACTION - Enter a brief narrative description of the action taken in compliance with the TD.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ2 Taylor

LOCAL USE

REFERENCE: AFC 47

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
TIM	13 jp	9139	4 0	4 0
JONES		9139	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				9047LKA100055FA		1	AK1	03	9130	H356	9139
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13125	AC3	41	1	C		1	6 0	4 0	☐	50	0047				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A6? T/M	POSIT	FID	SAFETY/E ISER	METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151688											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9139	B12 0800	B16 Z
IN WORK	B19 9139	B23 0800	B27 Z
COMPLETED	B30 9139	B34 1200	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY: INCORPORATE AFC 47 AT NEXT PHASE INSPECTION

PILOT/INITIATOR: AZ1 MILLER

CORRECTIVE ACTION: INCORPORATED AFC 47

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS2 Tim	AMS2 Bender	AMSC Cooper	AZ2 Wenke

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
AC3	130	061		12A

MODEX | PRI | TURN IN DOCUMENT | SYSTEM REASON | MCN

Figure 6-139 TD Compliance (Work Center Entries)

TD Compliance Turn-In Document (IMA Assist) (Figure 6-141)

Figure 6-141 (6.5.4.1) is an example of a VIDS/MAF documented for a turn-in for a TD compliance requiring I-level assistance. If a TD is complied with at the O-level (on-equipment work), all maintenance actions will be documented using the VIDS/MAF. If during compliance with a TD it becomes necessary to forward a component to the IMA for modification or inspection and return, the following procedures will be followed. If the TD is applicable to an end item (aircraft) and a component is to be removed and sent to the IMA for modification or inspection as a portion of the TD compliance, the man-hours required to remove and reinstall the component will be documented on a TD compliance VIDS/MAF. The O-level activity will then originate a TD compliance VIDS/MAF for each component forwarded to the IMA. This TD compliance VIDS/MAF will accompany the component to the IMA for documentation of the assisting TD compliance action and processing. The IMA will sign VIDS/MAF Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as an IOU receipt. Below are the data groups to be completed by the O-level activity on the TD compliance VIDS/MAF:

NOTE

The IMA will complete the remainder of the TD compliance VIDS/MAF as an "assist" work center.

A22 - Work unit code from the primary VIDS/MAF.

F08 through F19 - TD identification from the primary VIDS/MAF.

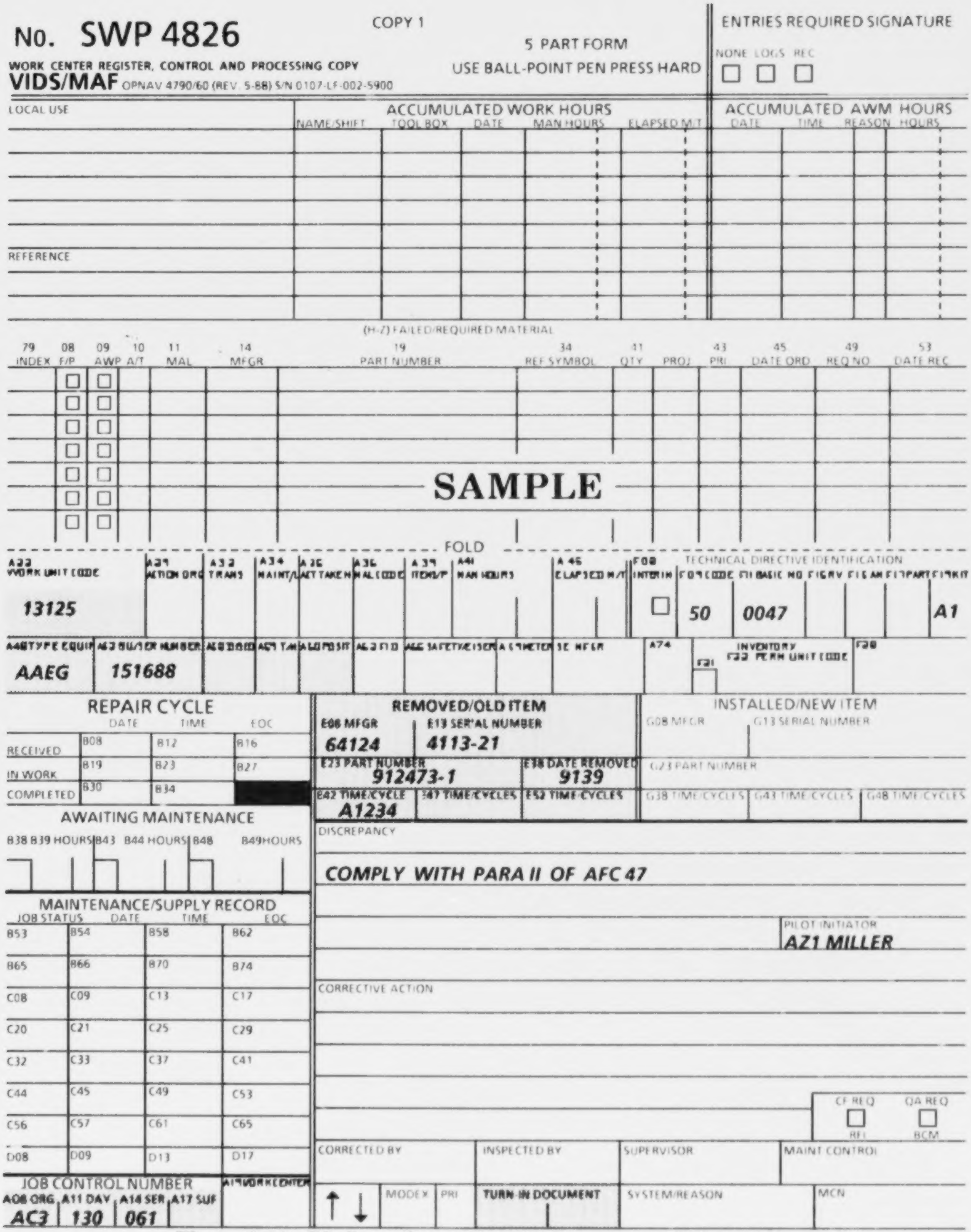
A48 - TEC from the primary VIDS/MAF.

A52 - BU/SERNO from the primary VIDS/MAF.

E08 through E52 - Removed/Old item from the primary VIDS/MAF.

A08 through A14 - JCN from the primary VIDS/MAF.

DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD at the IMA and the signature of the maintenance control supervisor.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13125									☐	50	0047				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A61	A62 POSIT	A63 FID	A66 SAFETY/E ISER	A METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151688											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR 64124

E13 SERIAL NUMBER 4113-21

E23 PART NUMBER 912473-1

E38 DATE REMOVED 9139

E42 TIME/CYCLE A1234

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

COMPLY WITH PARA II OF AFC 47

PILOT INITIATOR AZ1 MILLER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG AC3

A11 DAY 130

A14 SER 061

A17 SUF

A19 WORK CENTER

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-141 TD Compliance Turn-In Document (IMA Assist)

Transient Aircraft TD Compliance (Figure 6-143)

Figure 6-143 (6.5.4.1) is an example of a VIDS/MAF documented for a TD compliance for a transient aircraft. Only immediate action type TDs are complied with for transient aircraft. When such TDs are complied with, a VIDS/MAF will be used. Copy 1 is submitted to the DSF through normal procedures for TD compliance reporting by the unit performing the work. Copy 4, including signature, is returned to the home station with the transient aircraft. This form is used to update local records of the reporting custodian of the transient aircraft.

ENTRIES REQUIRED SIGNATURE - An appropriate note is entered in the "Entries Required" section of Copy 1 of the TD compliance VIDS/MAF, for example, "Transient Aircraft-Logs Not Available".

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate technical directive status code (Appendix J).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

F08 through F19 - Technical directive identification.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the TD compliance was completed.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

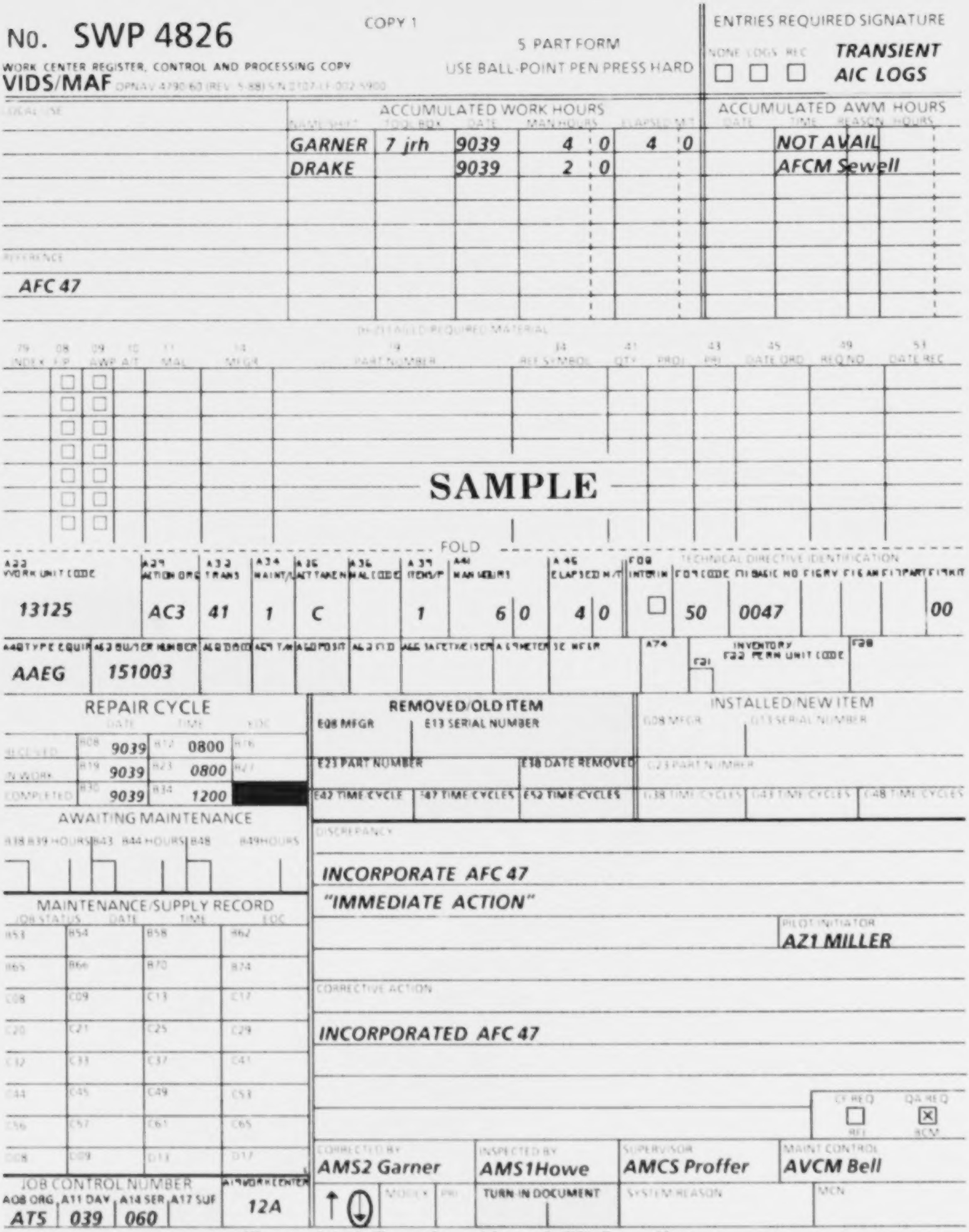
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM
USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☐ REC ☐ TRANSIENT A/C LOGS

LOCAL USE

REFERENCE: AFC 47

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN-HOURS	ELAPSED M/T
GARNER	7 jrh	9039	4 0	4 0
DRAKE		9039	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
	NOT AVAIL		
	AFCM Sewell		

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 TD CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
13125	AC3	41	1	C		1	6 0	4 0	☐	50	0047				00

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A67 METER	SC MEIR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151003											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9039	B12 0800	B16
IN WORK	B19 9039	B23 0800	B27
COMPLETED	B30 9039	B34 1200	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A1 WORK CENTER
AT5	039	060		12A

REMOVED/OLD ITEM
E08 MFGR
E13 SERIAL NUMBER
E23 PART NUMBER
E38 DATE REMOVED
E42 TIME CYCLE
E47 TIME CYCLES
E52 TIME CYCLES

INSTALLED/NEW ITEM
G08 MFGR
G13 SERIAL NUMBER
G23 PART NUMBER
G38 TIME CYCLES
G43 TIME CYCLES
G48 TIME CYCLES

DISCREPANCY
INCORPORATE AFC 47
"IMMEDIATE ACTION"

PILOT/INITIATOR: AZ1 MILLER

CORRECTIVE ACTION
INCORPORATED AFC 47

CF REQ ☐ BEI
QA REQ ☒ BCM

CORRECTED BY: AMS2 Garner
INSPECTED BY: AMS1Howe
SUPERVISOR: AMCS Proffer
MAINT CONTROL: AVCM Bell

MODEX
PRI
TURN-IN DOCUMENT
SYSTEM REASON
MCN

Figure 6-143 Transient Aircraft TD Compliance

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6.6 Aircraft Engine and Airborne Auxiliary Power Unit (APU) Maintenance Documentation

6.6.1 General Information. The aircraft is considered to be the end item when work is performed on engines, except for TD compliance at the O-level maintenance activity. Engines to be sent to IMA for any reason will be considered the end item and the turn-in document will list the engine TEC and the engine Propulsion System Serial Number (PSSN), or the module serial number, in blocks A48 and A52 of the VIDS/MAF. When documentation requires an engine or APU to be identified in the Removed/Old Item or Installed/New Item blocks (E08-E52 or G08-G48), the MFGR block (E08/G08) will reflect the engine/APU TEC and position number, for example JHDA2. The Part Number blocks (E23/G23) will be left blank when TECs are used in the MFGR blocks to identify engines/APUs. Documentation procedures, whether an aircraft engine or airborne APU are the same with the following exceptions:

a. Block 14 (H-Z) Manufacturer's Code. When identifing an APU always enter numeric 1 for engine position; for example, PHAB1.

b. Block E08 and G08. When identifing an APU always enter numeric 1 for engine position; for example, PHAB1.

c. Block E42 and G38. When documenting APU enter the engine hour meter or start counter reading, as appropriate.

6.6.2 Engine TD Compliance (Figures 6-147 through 6-165). The VIDS/MAF will be used to document all TD compliance maintenance actions. The TD compliance VIDS/MAF is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Data obtained from the VIDS/MAF allows identification of all direct man-hours expended complying with directives. Maintenance control will generate the TD compliance VIDS/MAF. If more than one work center is involved, maintenance control must initiate a separate TD compliance VIDS/MAF for each assist work center to document their portion of the TD. If the TD has multiple parts, a separate VIDS/MAF must be initiated for each part.

6.6.3 Modular Engine TD Compliance

a. All TDs for modular engines will be issued against the module.

b. The WUC will be that of the module or component of the module, never the engine.

c. The TEC block (A48) will reflect the equipment category, model/series of the engine. For modules, the engine application series (fourth position) will be X, for example, F404-GE-400 module would be TXAX. If a component is being sent from supply for TD compliance, the TEC will be for the equipment category, model/series with an X in the application series (fourth position), for example, F404-GE-400 engine component separate from a module would be TXAX.

d. If the TD applies to more than one module, a separate VIDS/MAF with a unique JCN will be issued for each module.

e. Transaction Code 41 will be used with modules that do not have a part number change.

f. Transaction Code 47 will be used for either a module with a part number change or a TD incorporation on a component. blocks E08 through E52 and G08 through G48 will be completed.

g. The JCN will be that of the activity requesting the TD incorporation.

h. When a complete engine is being turned in for a TD compliance the PSSN will be entered in the Discrepancy block.

Engine TD Compliance (Maintenance Control Entries) (Figure 6-147)

Figure 6-147 (6.6.2) is an example of a VIDS/MAF documented for a TD compliance illustrating maintenance control's entries prior to issuing to the work center.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).

(H-Z) - Record supply requisition(s) if applicable. This section provides for a complete record of ordering and delivery status of the material/kit(s) required to incorporate each TD. Enter the material or kit identification number of the item(s) required (block 19), quantity of material, other than kits, required (block 41), material priority necessary for receipt of required material or kit to facilitate incorporation of the directive by the time limitations specified in the TD (block 43), Julian date on which the specified kit or material was ordered (block 45), requisition number on which the specified kit or material was ordered (block 49), and the Julian date the material/kit(s) was received by the activity (block 53).

A22 - Enter the complete five- or seven-character WUC which identifies the system. The applicable WUC is indicated in the subject line of the TD. In cases where removed repairable parts do not have a WUC assigned, use the five- or seven-character NOC provided by the system, subsystem, sub-subsystem, or component.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code; must be 41 or 47 (Appendix P).

A34 - Maintenance level; must be 1.

F08 through F19 - Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48. Enter an X to indicate an Interim TD, otherwise leave blank (F08), the two-character code that denotes the type TD being incorporated (F09), the basic TD number preceded by a zero or zeros as necessary to complete the four-character field (F11), the alpha character that denotes the specific revision of the basic TD (F15) (leave blank if not applicable), the one-character numeric amendment number of the basic TD (F16) (leave blank if not applicable), the two-character numeric part number of the basic TD (F17) (leave blank if not applicable), and the two-character code of the specific kit to be incorporated (F19) (if no kit is required, enter 00 in this section).

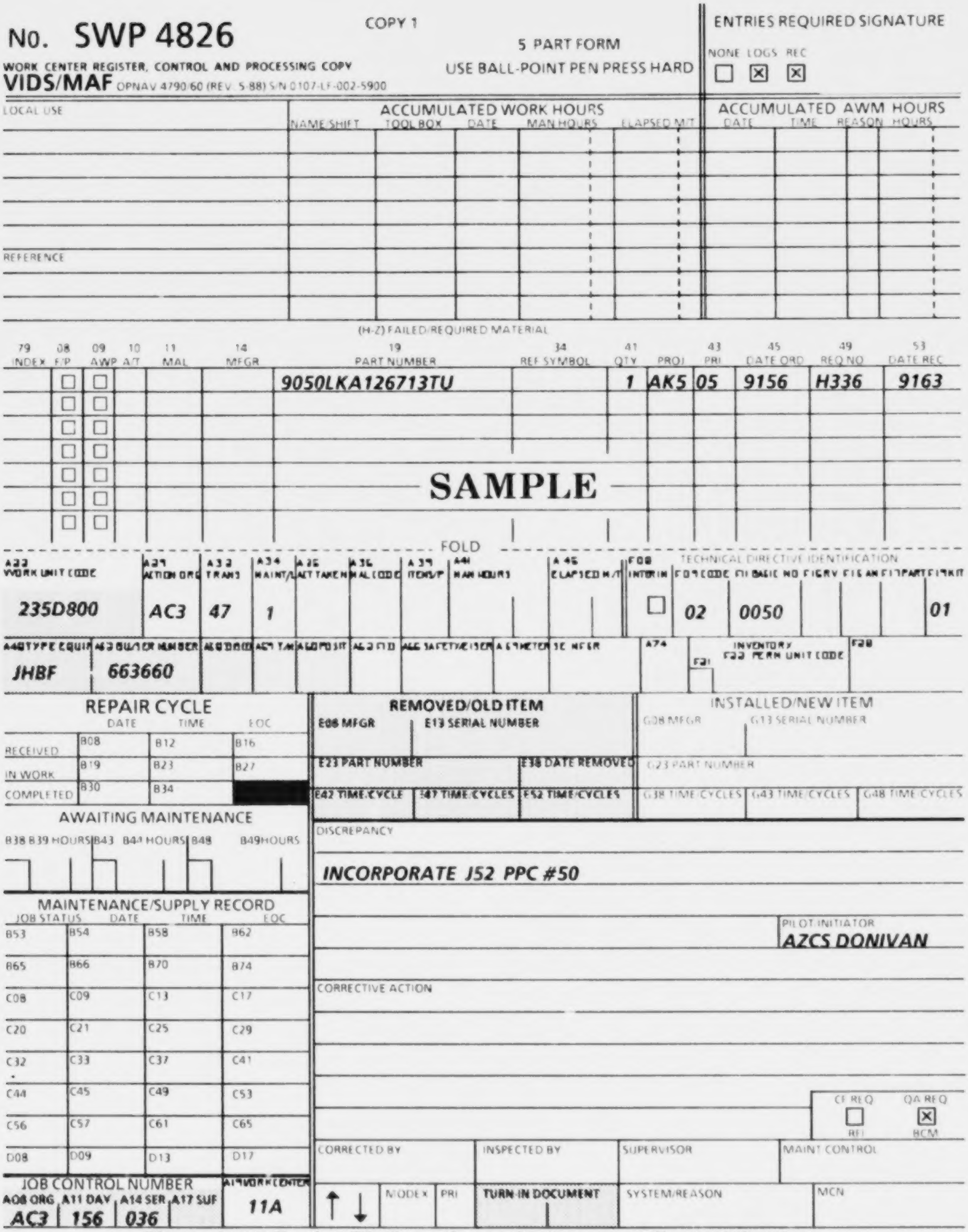
A48 - Enter the TEC that identifies the type of weapon system, engine, or SE to which the TD applies.

A52 - Enter the serial number of the type equipment entered in block A48. When using TECs with an X in the last position, enter the modular serial number in this block.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the work center code of the work center incorporating the TD.

DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD such as assist work center(s), completion due date, estimated man-hours, crew size, SE required, etc.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				9050LKA126713TU		1	AK5	05	9156	H336	9163
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
235D800	AC3	47	1						☐	02	0050				01

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61	A63	A65	A66 SAFETY/EI SER	A67 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHBF	663660											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	156	036		11A

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

INCORPORATE J52 PPC #50

PILOT/INITIATOR

AZCS DONIVAN

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-147 Engine TD Compliance (Maintenance Control Entries)

Engine TD Compliance (Work Center Entries) (Figure 6-149)

Figure 6-149 (6.6.2) is an example of a VIDS/MAF documented for a TD compliance illustrating the work center entries. The following data elements will be filled out by the work center upon completion of the TD.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A35 - Enter the status code that describes the action taken by the reporting work center (Appendix J). Upon completion of its portion of the TD, only the primary work center will enter a C or a Q Status Code on the TD compliance VIDS/MAF. All assisting work centers will enter Status Code A on their TD compliance VIDS/MAF.

A39 - Enter the total number of items processed in this block. TD status Codes A or W in block A35 will require 0. TD Status Codes C, D, P, or Q in block A35 will require a minimum of 1 in this block.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

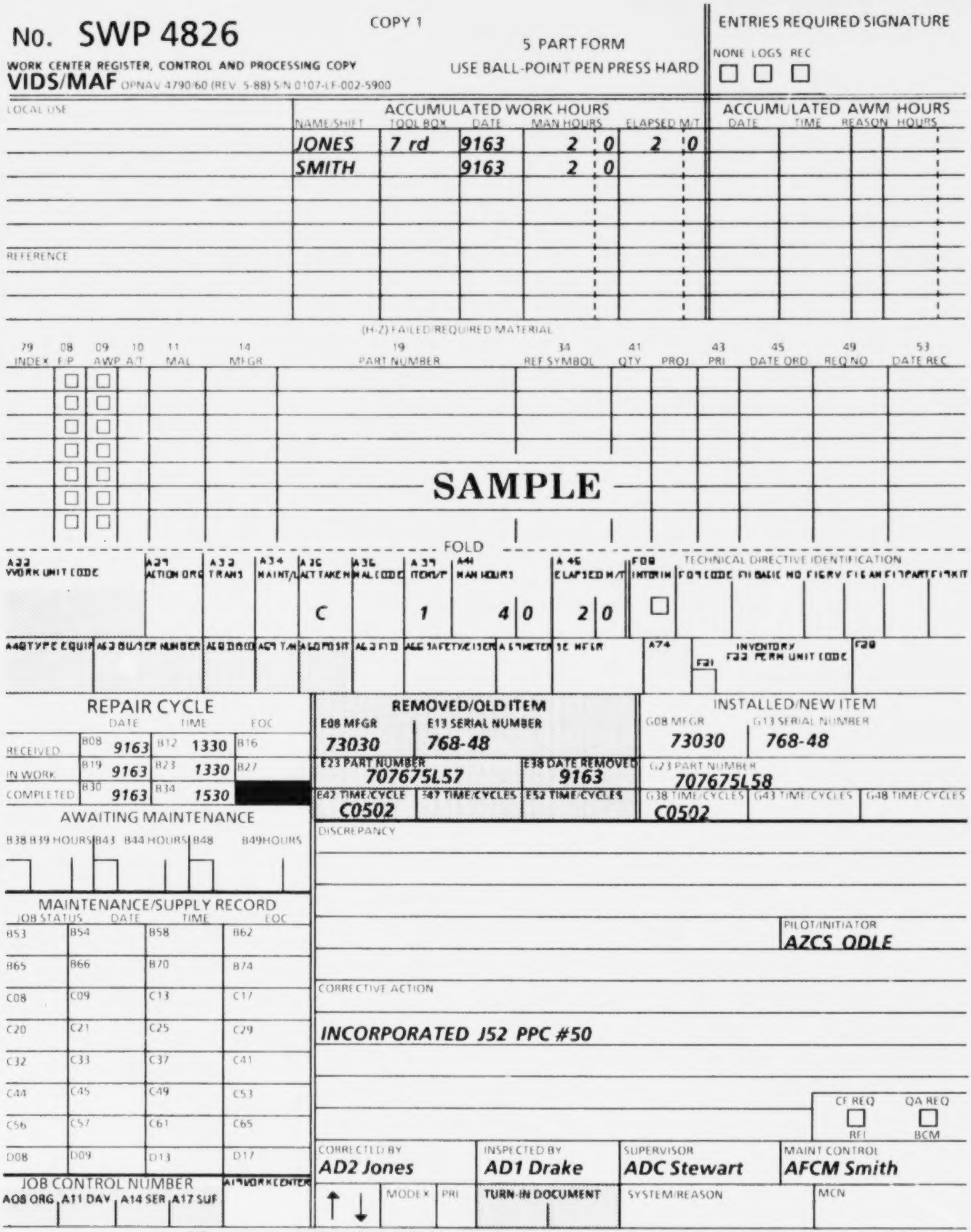
E08 through E52 - Enter the manufacturer's code, component serial number, part number (if more than 15 characters, enter the last 15), Julian date item was removed, and time/cycles. Enter the time since overhaul, if available, otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from Appendix G.

G08 through G48 - If compliance with the TD results in a part number change, enter the manufacturer's code, component serial number, new part number of the modified component, (if more than 15 characters, enter the last 15), and time/cycles. Enter time since overhaul, if available, otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from Appendix G. If compliance with the TD does not result in a part number change, enter the same information as shown in blocks E08 through E42.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

CORRECTIVE ACTION - Enter a brief narrative description of the action taken in compliance with the TD.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	7 rd	9163	2 0	2 0
SMITH		9163	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A37 ITEMS/P	A44 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
				C		1	4 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F18 AM, F17 PART, F19 KIT

A48 TYPE EQUIP | A52 BU/SER NUMBER | A60 [illegible] | A61 T/M | A62 POSIT | A63 FID | A65 SAFETY/EI SER | A67 METER | A72 MFGR | A74 | F21 | INVENTORY F22 PERM UNIT CODE | F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9163	B12 1330	B16
IN WORK	B19 9163	B23 1330	B27
COMPLETED	B30 9163	B34 1530	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER: A08 ORG | A11 DAY | A14 SER | A17 SUF

A19 WORK CENTER

REMOVED/OLD ITEM

E08 MFGR: 73030

E13 SERIAL NUMBER: 768-48

E23 PART NUMBER: 707675L57

E38 DATE REMOVED: 9163

E42 TIME/CYCLE: C0502

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR: 73030

G13 SERIAL NUMBER: 768-48

G23 PART NUMBER: 707675L58

G38 TIME/CYCLES: C0502

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

PILOT/INITIATOR: AZCS ODLE

CORRECTIVE ACTION

INCORPORATED J52 PPC #50

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY: AD2 Jones

INSPECTED BY: AD1 Drake

SUPERVISOR: ADC Stewart

MAINT CONTROL: AFCM Smith

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-149 Engine TD Compliance (Work Center Entries)

Engine Component TD Compliance (Installed) (Figure 6-151)

Figure 6-151 (6.6.2) is an example of a VIDS/MAF documented for a completed TD compliance on a component of an installed engine.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the kit required.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate TD status code (Appendix J).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

F08 through F19 - Enter the appropriate data for TD identification.

A48 - Enter the TEC for the engine or module.

A52 - Enter the appropriate engine serial number or module serial number.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the TD compliance.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Gregory

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	7 rd	9163	2 0	2 0
SMITH		9163	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				9050LKA126713TU		1	AK5	05	9156	H336	9163
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A37 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
235D800	AC3	47	1	C		1	4 0	2 0	☐	02	0050				A1

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A67	A68 POSIT	A62 FID	A66 SAFETY/EISER	A METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHBF	663660											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9163	B12 1330	B16
IN WORK	B19 9163	B23 1330	B27
COMPLETED	B30 9163	B34 1530	

AWAITING MAINTENANCE

B38 B39 HOURS	B43 B44 HOURS	B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
73030	768-48	
E23 PART NUMBER 707675L57		E38 DATE REMOVED 9163
E42 TIME CYCLE C0502	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
73030	768-48	
G23 PART NUMBER 707675L58		
G38 TIME/CYCLES C0502	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

INCORPORATE J52 PPC #50

PILOT/INITIATOR AZCS SMITH

CORRECTIVE ACTION

INCORPORATED PPC #50

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	AD1 Drake	ADC Stewart	AFCM Smith

JOB CONTROL NUMBER A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER	↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
AC3	156	036		11A						

Figure 6-151 Engine Component TD Compliance (Installed)

Engine Component TD Compliance (Removal and Reinstallation Required) (Figure 6-153)

Figure 6-153 (6.6.2) is an example of a VIDS/MAF documented for the removal and reinstallation of the engine for accessibility to complete a TD compliance on an engine component.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be S (Appendix E).

A36 - Malfunction description code; must be 800 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

B38 through B49 - Enter the appropriate entries (only if SCIR impacted).

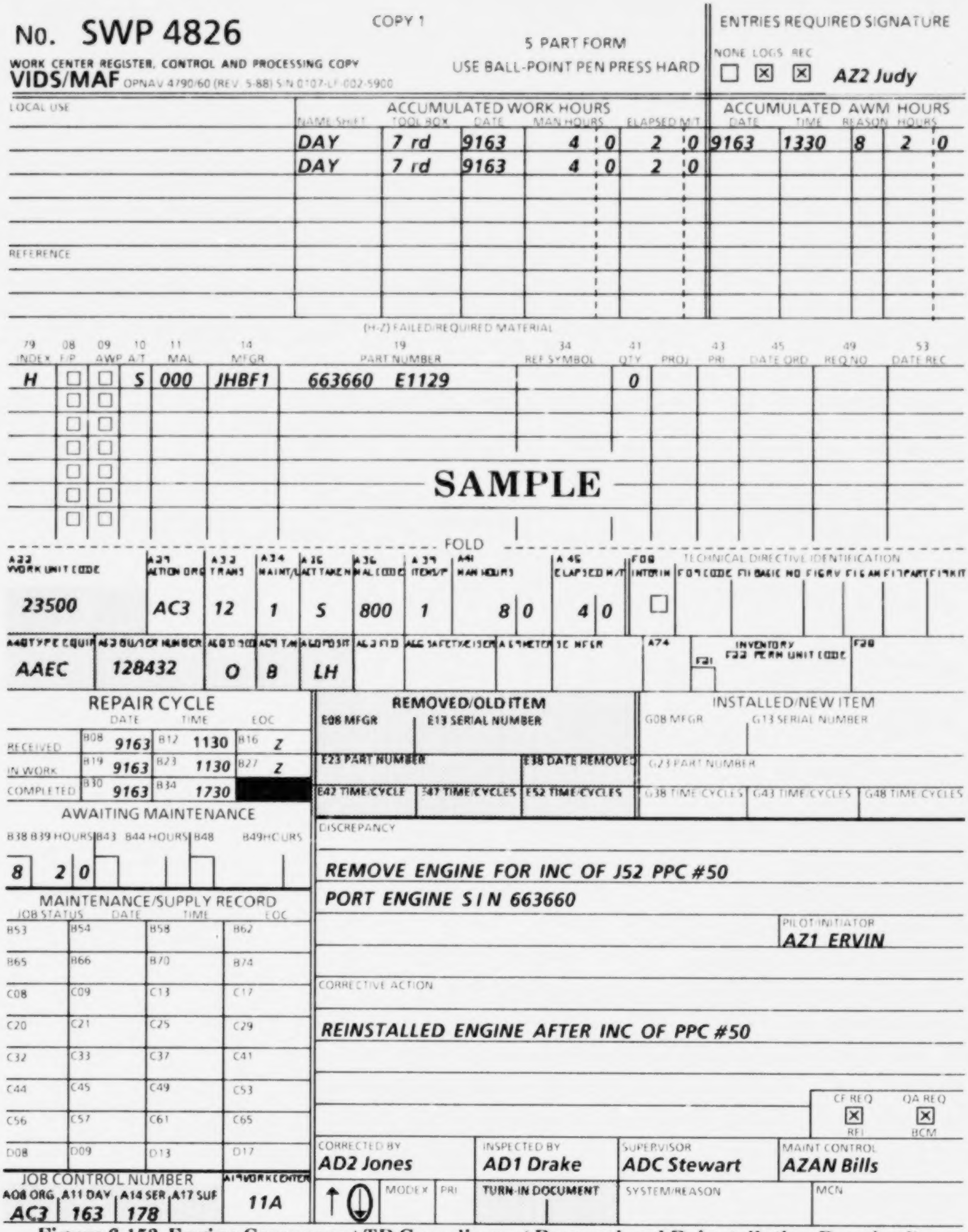
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the engine removal.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Judy

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAY	7 rd	9163	4 0	2 0
DAY	7 rd	9163	4 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9163	1330	8	2 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	S	000	JHBF1	663660 E1129		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
23500	AC3	12	1	S	800	1	8 0	4 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 [illegible]	A61 TM	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A [illegible] METER	[illegible] MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEC	128432	O	B	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9163	B12 1130	B16 Z
IN WORK	B19 9163	B23 1130	B27 Z
COMPLETED	B30 9163	B34 1730	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
8	2 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	163	178		11A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

REMOVE ENGINE FOR INC OF J52 PPC #50

PORT ENGINE S/N 663660

PILOT/INITIATOR AZ1 ERVIN

CORRECTIVE ACTION

REINSTALLED ENGINE AFTER INC OF PPC #50

CF REQ ☒ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	AD1 Drake	ADC Stewart	AZAN Bills

↑ ⓓ	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 6-153 Engine Component TD Compliance (Removal and Reinstallation Required)

SCIR Impacted TD Compliance (Installed Engine) (Figure 6-155)

Figure 6-155 (6.6.2) is an example of a VIDS/MAF documented for a SCIR impacted TD compliance on an installed engine. If an installed engine TD compliance impacts mission capability, maintenance control will document a VIDS/MAF as follows :

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A22 - Enter the appropriate WUC, must be the same as the TD VIDS/MAF.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be A (Appendix E).

A36 - Malfunction description code; must be 804 (Appendix I).

A39 - Items processed; must be 0

A41 - Man hours expended; must be 0.0.

A45 - EMT; must be 0.0.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR.

B38 through B49 - Enter the appropriate data if applicable.

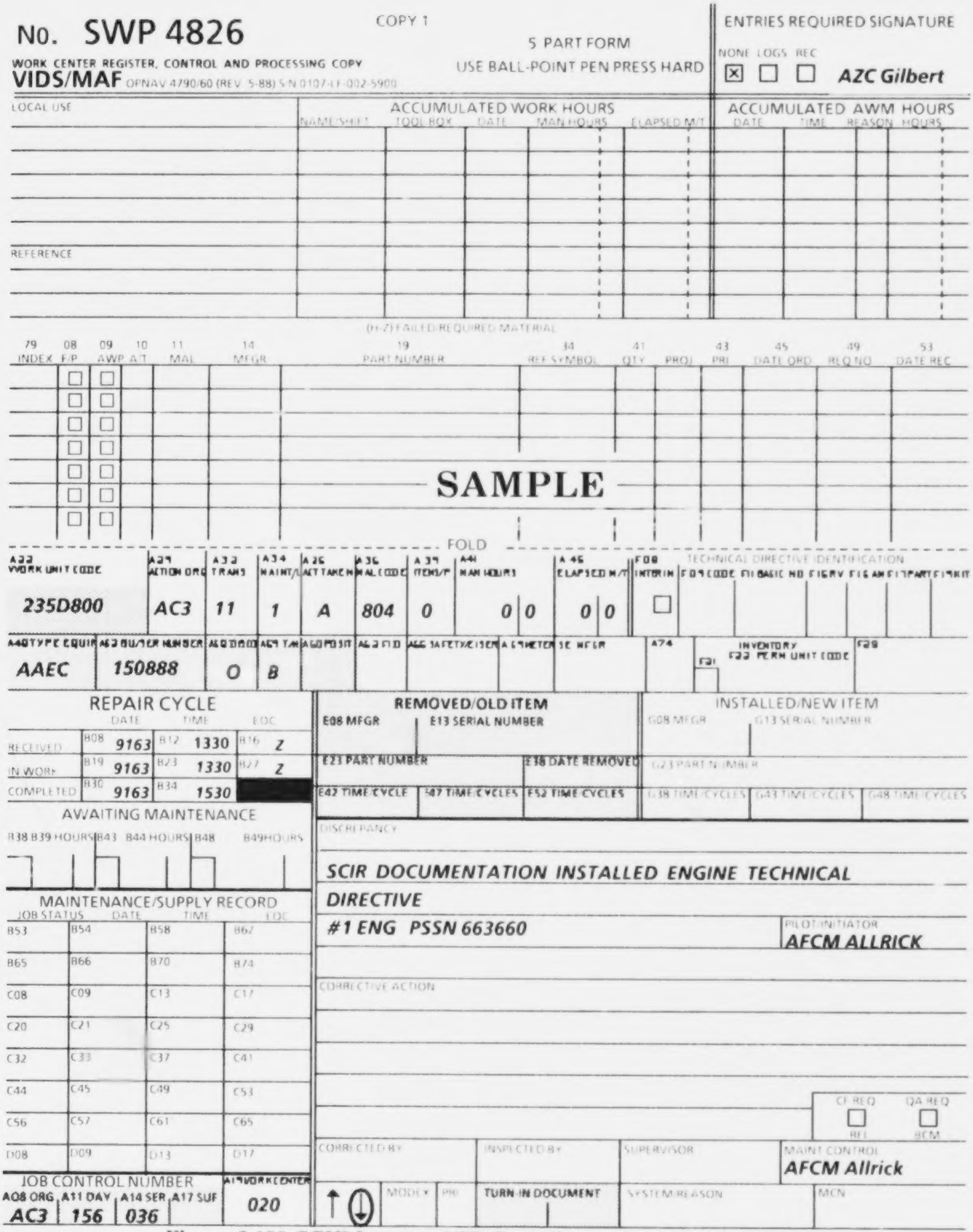
B53 through D17 - Enter the appropriate data if applicable.

A08 through A14 - Enter the assigned JCN; must be the same as the TD VIDS/MAF.

A19 - Work center code; must be 020 (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy. Include the engine position number and the PSSN.

MAINT CONTROL - Enter the appropriate signature and rate.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZC Gilbert

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS				
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS			
DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
235D800	AC3	11	1	A	804	0	0 0	0 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A62 FID	A65 SAFETY/E ISER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEC	150888	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9163	B12 1330	B16 Z
IN WORK	B19 9163	B23 1330	B27 Z
COMPLETED	B30 9163	B34 1530	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	156	036		020

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
E23 PART NUMBER		E38 DATE REMOVED
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

SCIR DOCUMENTATION INSTALLED ENGINE TECHNICAL DIRECTIVE

#1 ENG PSSN 663660

PILOT/INITIATOR AFCM ALLRICK

CORRECTIVE ACTION

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
			AFCM Allrick

↑ ⊕	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 6-155 SCIR Impacted TD Compliance (Installed Engine)

TD Compliance (Transient Aircraft Engine) (Figure 6-157)

Figure 6-157 (6.6.2) is an example of a VIDS/MAF documented for a TD compliance on a transient aircraft's engine. Only immediate action TDs are complied with on transient aircraft and VIDS/MAFs will be used. Copy 1 is submitted to DSF through normal procedures for TD compliance reporting by the unit performing the work. Copy 4, with signatures, is returned to the home station with the transient aircraft. This form is used to update local records of the reporting custodian of the transient aircraft.

ENTRIES REQUIRED SIGNATURE - Enter "Transient Aircraft, Logs Not Available".

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code of the activity doing the TD compliance.

A32 - Transaction code; must be 41 or 47 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate TD status code (Appendix J).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

F08 through F19 - Enter the appropriate data for TD identification.

A48 - Enter the TEC for the engine or module.

A52 - Enter the appropriate engine serial number or module serial number.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

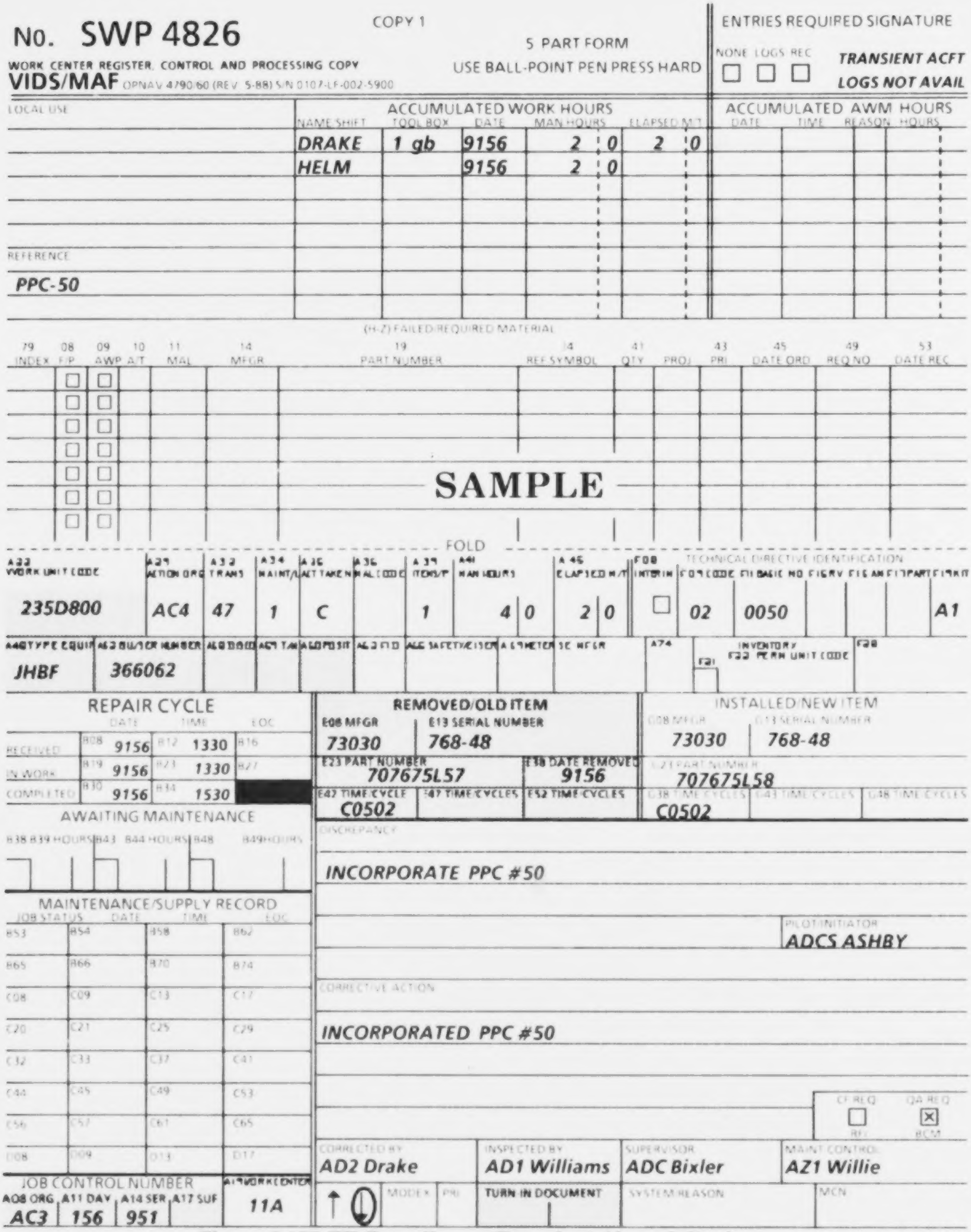
A08 through A14 - Enter the assigned JCN; ORG code must be from the transient aircraft's activity.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

TRANSIENT ACFT LOGS NOT AVAIL

LOCAL USE

REFERENCE: PPC-50

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DRAKE	1 gb	9156	2 0	2 0
HELM		9156	2 0	

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F18 AM	F17 PART	F19 KIT
235D800	AC4	47	1	C		1	4 0	2 0	☐	02	0050				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP: JHBF

A52 BU/SER NUMBER: 366062

A74; F21; INVENTORY F22 PERM UNIT CODE; F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9156	B12 1330	B16
IN WORK	B19 9156	B23 1330	B27
COMPLETED	B30 9156	B34 1530	

REMOVED/OLD ITEM

E08 MFGR: 73030

E13 SERIAL NUMBER: 768-48

E23 PART NUMBER: 707675L57

E38 DATE REMOVED: 9156

E42 TIME/CYCLE: C0502

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR: 73030

G13 SERIAL NUMBER: 768-48

G23 PART NUMBER: 707675L58

G38 TIME/CYCLES: C0502

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS, B43 B44 HOURS, B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY: INCORPORATE PPC #50

PILOT/INITIATOR: ADCS ASHBY

CORRECTIVE ACTION: INCORPORATED PPC #50

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY: AD2 Drake

INSPECTED BY: AD1 Williams

SUPERVISOR: ADC Bixler

MAINT CONTROL: AZ1 Willie

JOB CONTROL NUMBER

A08 ORG: AC3

A11 DAY: 156

A14 SER: 951

A17 SUF

A1 WORK CENTER: 11A

MODEX, PRI, TURN IN DOCUMENT, SYSTEM REASON, MCN

Figure 6-157 TD Compliance (Transient Aircraft Engine)

Engine FOM for Removal and Reinstallation of Components for IMA TD Compliance (Figure 6-159)

Figure 6-159 (6.6.2) is an example of a VIDS/MAF document indicating the engine was removed and reinstalled to facilitate the removal of a component for IMA modification or inspection. If the TD is applicable to an engine and a component is to be removed and sent to the IMA for modification or inspection, the man-hours required to remove and reinstall the component will be documented on a remove and replace VIDS/MAF. Once the removal is completed, the remove and replace action remains outstanding until the reinstallation has been accomplished. Those man-hours and EMT expended in removal may be annotated in the accumulated work hours block for calculation of the total man-hours and EMT to be entered in blocks A41 and A45. When the same or like component is returned from IMA the remove and replace VIDS/MAF will be completed. The O-level activity must originate a TD compliance VIDS/MAF for each component forwarded to the IMA for documentation and processing of the TD action. If the component is not ordered, IMA will sign VIDS/MAF Copy 2, indicating receipt of the component and return to the O-level activity as an IOU receipt.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine.

A22 - See block A22 description on page 6-146.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Malfunction description code; must be 804 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document EOC code if applicable.

E08 through E52 - Enter the manufacturer's code, serial number, part number (if more than 15 characters, enter the last 15), Julian date component was removed and time/cycles. Enter time since overhaul if available, otherwise use time since new (use whole hours only). If time is unknown, enter 0000 prefixed with an alpha character from Appendix G.

G08 through G48 - Enter the manufacturer's code, serial number, part number (if more than 15 characters, enter the last 15), Julian date component was installed and time/cycles. Enter time since overhaul if available, otherwise use time since new (use whole hours only). If time is unknown, enter 0000 prefixed with an alpha character from Appendix G.

B38 through B49 - Make the appropriate entries if applicable.

B53 through D17 - Enter the appropriate data if applicable.

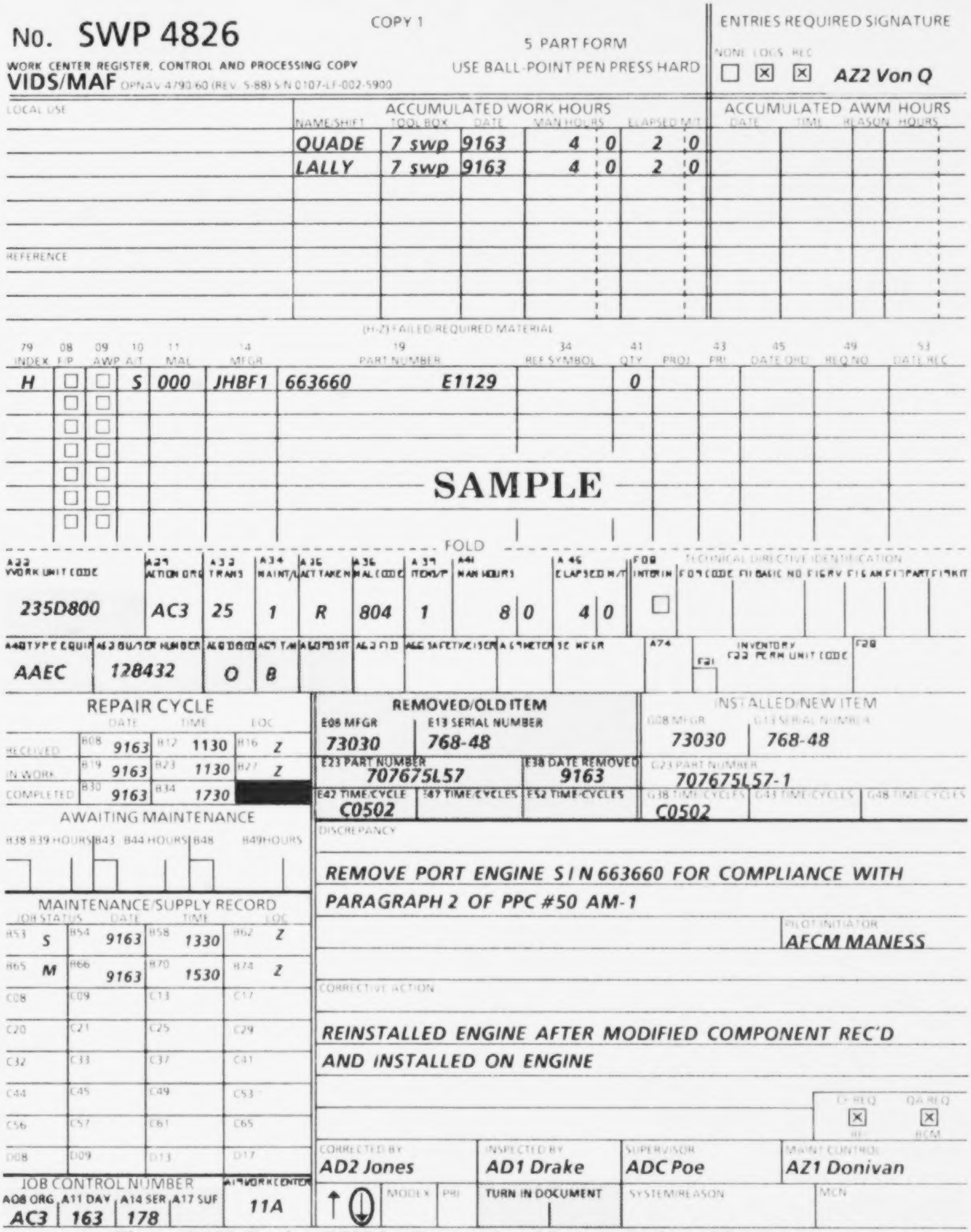
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Von Q

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
QUADE	7 swp	9163	4 0	2 0
LALLY	7 swp	9163	4 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	S	000	JHBF1	663660 E1129		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
235D800	AC3	25	1	R	804	1	8 0	4 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F16 RV	F15 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A51 T/M	A52 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEC	128432	O	B									

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08 9163	B12 1130	B16 Z
IN WORK	B19 9163	B23 1130	B27 Z
COMPLETED	B30 9163	B34 1730	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
73030	768-48	
E23 PART NUMBER 707675L57		E38 DATE REMOVED 9163
E42 TIME/CYCLE C0502	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
73030	768-48	
G23 PART NUMBER 707675L57-1		
G38 TIME/CYCLES C0502	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53 S	B54 9163	B58 1330	B62 Z
B65 M	B66 9163	B70 1530	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

REMOVE PORT ENGINE S/N 663660 FOR COMPLIANCE WITH PARAGRAPH 2 OF PPC #50 AM-1

PILOT/INITIATOR AFCM MANESS

CORRECTIVE ACTION

REINSTALLED ENGINE AFTER MODIFIED COMPONENT REC'D AND INSTALLED ON ENGINE

CF REQ ☒ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	AD1 Drake	ADC Poe	AZ1 Donivan

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	163	178		11A

↑ ⇩	MODEX	PRI	TURN IN DOCUMENT	SYSTEM/REASON	MCN

Figure 6-159 Engine FOM for Removal and Reinstallation of Components for IMA TD Compliance

TD Compliance (Engine Removal and Reinstallation) (Figure 6-161)

Figure 6-161 (6.6.2) is an example of a VIDS/MAF documented for the removal and reinstallation of an engine that requires a TD compliance action by the IMA. If the TD compliance is directly applicable to an engine, the removal and replacement of the engine and the associated man-hours will be documented on a remove and replace VIDS/MAF. Once the removal is completed, the maintenance action remains outstanding until the reinstallation has been accomplished.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine requisitioning.

A22 - Enter the appropriate WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be R (Appendix E).

A36 - Malfunction description code; must be 804 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data for the removed/old engine. Leave E23 blank.

G08 through G48 - Enter the appropriate data for the installed/new engine. Leave G23 blank.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Enter the appropriate data if applicable.

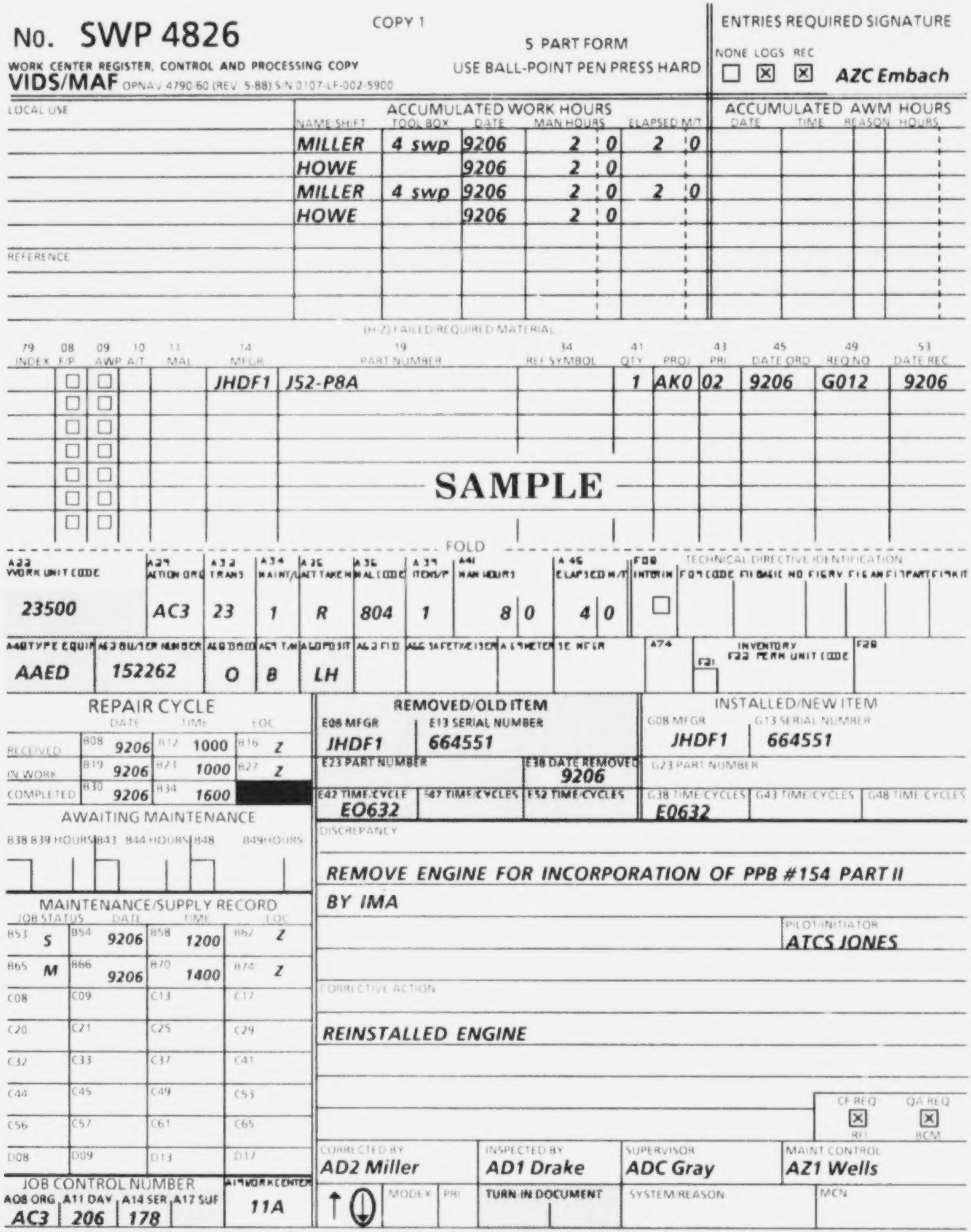
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZC Embach

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
MILLER	4 swp	9206	2	0	2	0
HOWE		9206	2	0		
MILLER	4 swp	9206	2	0	2	0
HOWE		9206	2	0		

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			JHDF1	J52-P8A		1	AK0	02	9206	G012	9206
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F06 INTERIM
23500	AC3	23	1	R	804	1	8 0	4 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F07 CODE	F11 BASIC NO	F16 REV	F18 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAED	152262	O	B	LH								

REPAIR CYCLE

	DATE		TIME		EOC	
RECEIVED	B08	9206	B12	1000	B16	Z
IN WORK	B19	9206	B23	1000	B27	Z
COMPLETED	B30	9206	B34	1600		

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
JHDF1	664551	
E23 PART NUMBER		E38 DATE REMOVED 9206
E42 TIME/CYCLE EO632	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
JHDF1	664551	
G23 PART NUMBER		
G38 TIME/CYCLES E0632	G43 TIME/CYCLES	G48 TIME/CYCLES

MAINTENANCE/SUPPLY RECORD

JOB STATUS		DATE		TIME		LOC	
B53	S	B54	9206	B58	1200	B62	Z
B65	M	B66	9206	B70	1400	B74	Z
C08		C09		C13		C17	
C20		C21		C25		C29	
C32		C33		C37		C41	
C44		C45		C49		C53	
C56		C57		C61		C65	
D08		D09		D13		D17	

DISCREPANCY

REMOVE ENGINE FOR INCORPORATION OF PPB #154 PART II BY IMA

PILOT/INITIATOR ATCS JONES

CORRECTIVE ACTION

REINSTALLED ENGINE

CF REQ ☒ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Miller	AD1 Drake	ADC Gray	AZ1 Wells

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	206	178		11A

↑ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-161 TD Compliance (Engine Removal and Reinstallation)

TD Compliance Engine Turn-In Document (Figure 6-163)

Figure 6-163 (6.6.2) is an example of a VIDS/MAF documented for an engine TD compliance turn-in. The O-level activity will originate a TD compliance VIDS/MAF for the engine being forwarded to the IMA. This TD compliance VIDS/MAF will accompany the engine to the IMA for documenting the accomplishment of the TD compliance action and processing. The IMA will complete the remainder of the TD compliance VIDS/MAF accounting for the item(s) processed in block A39. If the IMA informs the O-level activity that the engine requires repair, the O-level activity must initiate another VIDS/MAF for turn-in and requisitioning purposes using the original JCN. Documentation of the turn-in VIDS/MAF will be in accordance with standard maintenance documentation procedures.

A22 - Enter the appropriate WUC.

F08 through F19 - Enter the TD identification.

A48 - Enter the J, R, or T series TEC of the engine.

A52 - Enter the 6-position serial number of the engine.

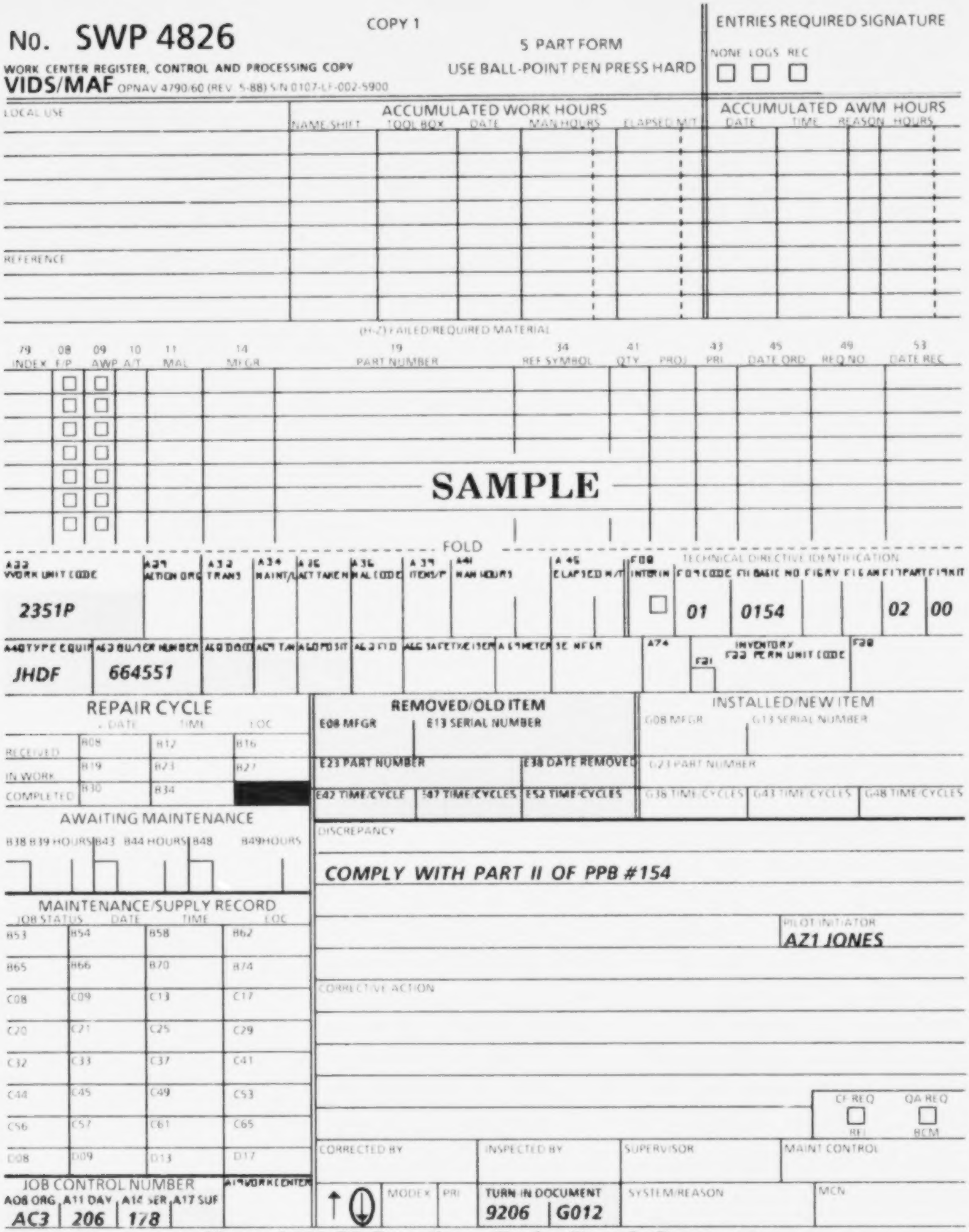
A58 - Leave blank.

A59 - Leave blank.

A08 through A14 - Enter the same JCN as on the removal VIDS/MAF.

DISCREPANCY - Enter a brief narrative identifying the directive, for example, "Incorporate Power Plant Bulletin 154", and initiator.

TURN-IN DOCUMENT - Enter the requisition document number from H-Z blocks 45 and 49 of the removal document.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

☐ ☐
☐ ☐
☐ ☐
☐ ☐
☐ ☐
☐ ☐
☐ ☐

SAMPLE

FOLD

A22 WORK UNIT CODE: 2351P

A29 ACTION ORG

A32 TRANS

A34 MAINT/L

A35 ACT TAKEN

A36 MAL CODE

A39 ITEMS/P

A41 MAN HOURS

A45 ELAPSED M/T

F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE 01 | F11 BASIC NO 0154 | F15 RV | F16 AM | F17 PART 02 | F19 KIT 00

A40 TYPE EQUIP: JHDF

A43 BU/SER NUMBER: 664551

A49 DOD

A57 TM

A60 POSIT

A62 FID

A66 SAFETY/EI SER

A67 METER

E MFGR

A74

F21

INVENTORY F22 PERM UNIT CODE

F28

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER: A08 ORG AC3 | A11 DAY 206 | A14 SER 178 | A17 SUF

A19 WORK CENTER

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH PART II OF PPB #154

PILOT/INITIATOR: AZ1 JONES

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ ⇩

MODEX

PRI

TURN IN DOCUMENT: 9206 G012

SYSTEM/REASON

MCN

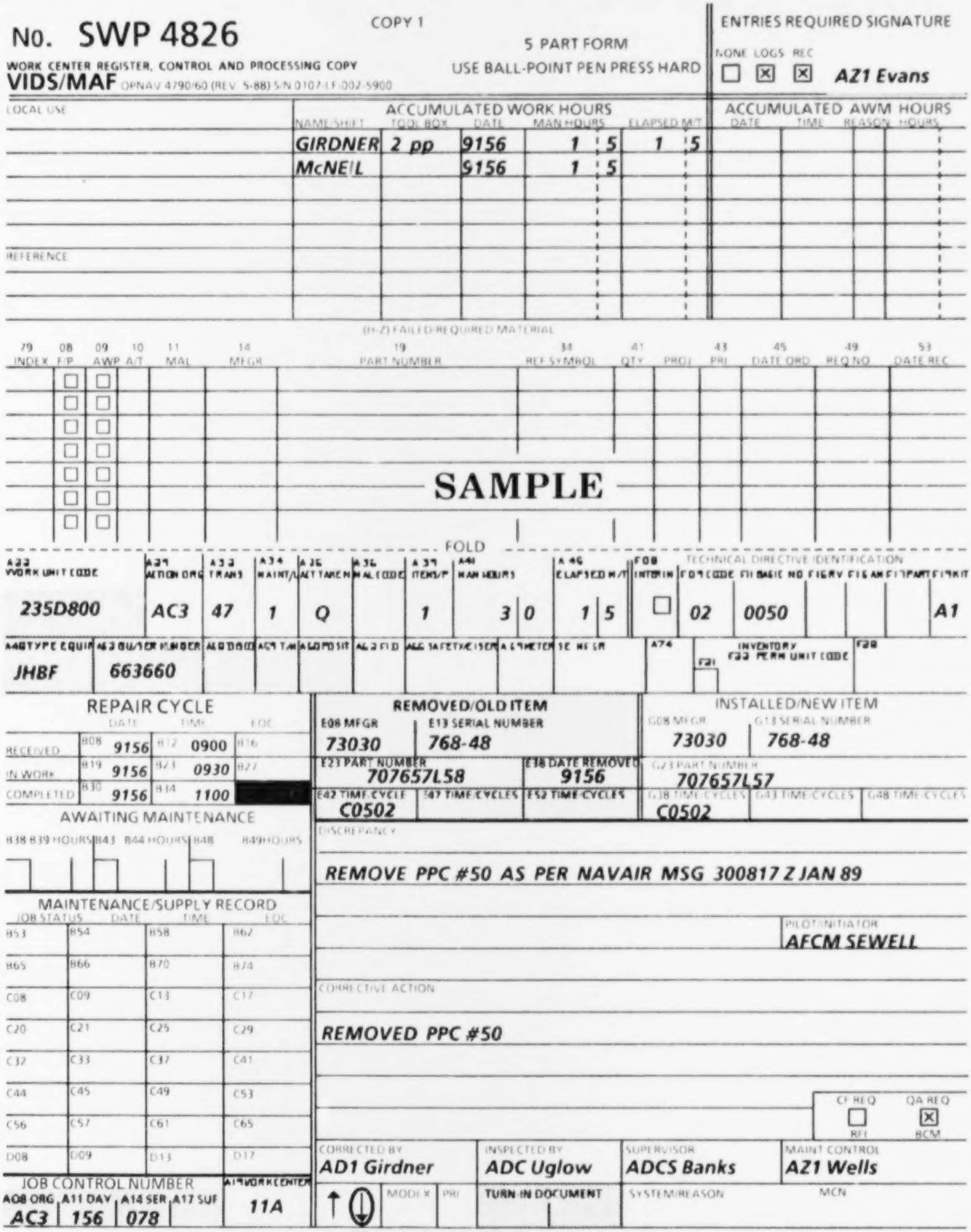
Figure 6-163 TD Compliance Engine Turn-In Document

TD Removals (Figure 6-165)

Figure 6-165 (6.6.2) is an example of a VIDS/MAF documented for a TD removal. TD removals will be documented in the same manner as TD compliances (Figures 6-147 and 6-149) except as noted below:

A35 - Enter TD status code Q.

(H-Z) - Leave blank.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Evans

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GIRDNER	2 pp	9156	1 5	1 5
McNEIL		9156	1 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 TD CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
235D800	AC3	47	1	Q		1	3 0	1 5	☐	02	0050				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DOD	A59 TM	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHBF	663660											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9156	B12 0900	B16
IN WORK	B19 9156	B23 0930	B27
COMPLETED	B30 9156	B34 1100	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
73030	768-48	
E23 PART NUMBER 707657L58		E38 DATE REMOVED 9156
E42 TIME/CYCLE C0502	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
73030	768-48	
G23 PART NUMBER 707657L57		
G38 TIME/CYCLES C0502	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

REMOVE PPC #50 AS PER NAVAIR MSG 300817 Z JAN 89

PILOT/INITIATOR AFCM SEWELL

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED PPC #50

CF REQ ☐ RFI QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD1 Girdner	ADC Uglow	ADCS Banks	AZ1 Wells

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
AC3	156	078		11A

↑ ⓤ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 6-165 TD Removals

6.6.4 Engine Cannibalization. Any order to cannibalize an engine or engine component must come from maintenance control. When cannibalization is warranted, maintenance control will issue a numeric serial number JCN for the removal and replacement of the component being cannibalized. The removal of components for cannibalization and the replacement of components after cannibalization will be documented on one VIDS/MAF. If the component was previously removed and is pending installation, and an administrative decision is made by maintenance control to use a component from another aircraft, the requisitioning information will be transferred to the pending installation VIDS/MAF and will remain outstanding until the component has been installed.

Engine Component Cannibalization (Figure 6-167)

Figure 6-167 (6.6.4) is an example of a VIDS/MAF documented for the cannibalization of an engine component.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine and the requisition information for the part that is being cannibalized.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 19 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be T (Appendix E).

A36 - Malfunction description code; must be 812, 813 or 814 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document EOC code if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Make the appropriate entries (document SCIR if applicable).

B53 through D17 - Enter the appropriate data if applicable.

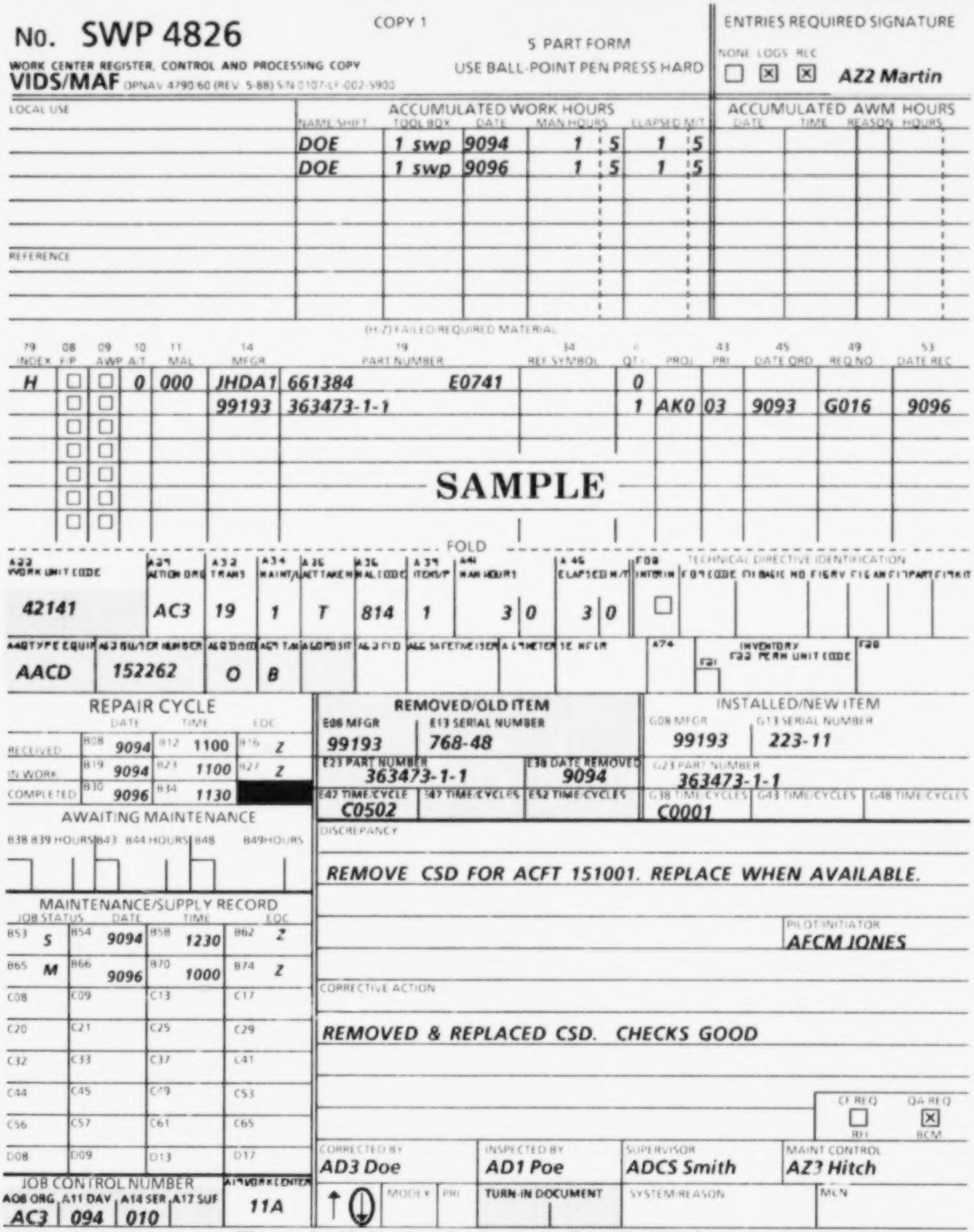
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Martin

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOE	1 swp	9094	1 5	1 5
DOE	1 swp	9096	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDA1	661384 E0741		0					
	☐	☐			99193	363473-1-1		1	AK0	03	9093	G016	9096
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A44 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
42141	AC3	19	1	T	814	1	3 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F07 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 W/D	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	IE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AACD	152262	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9094	B12 1100	B16 Z
IN WORK	B19 9094	B23 1100	B27 Z
COMPLETED	B30 9096	B34 1130	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9094	B58 1230	B62 Z
B65 M	B66 9096	B70 1000	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	094	010		11A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99193	768-48	
E23 PART NUMBER 363473-1-1		E38 DATE REMOVED 9094
E42 TIME/CYCLE C0502	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
99193	223-11	
G23 PART NUMBER 363473-1-1		
G38 TIME/CYCLES C0001	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

REMOVE CSD FOR ACFT 151001. REPLACE WHEN AVAILABLE.

PILOT/INITIATOR AFCM JONES

CORRECTIVE ACTION

REMOVED & REPLACED CSD. CHECKS GOOD

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Doe	AD1 Poe	ADCS Smith	AZ3 Hitch

↑ [✓ ↓] MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-167 Engine Component Cannibalization

Engine Cannibalization (Figure 6-169)

Figure 6-169 (6.6.4) is an example of a VIDS/MAF documented for a complete engine cannibalization.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine and the requisition information for the engine that is being cannibalized.

A22 - Enter the appropriate WUC for the engine that is being cannibalized.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 18 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be T (Appendix E).

A36 - Malfunction description code; must be 812, 813 or 814 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter PSI if applicable.

B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document EOC code if applicable.

E08 through E52 - Enter the appropriate data for the removed/old engine. Leave E23 blank.

G08 through G48 - Enter the appropriate data for the installed/new engine. Leave G23 blank.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Enter the appropriate data if applicable.

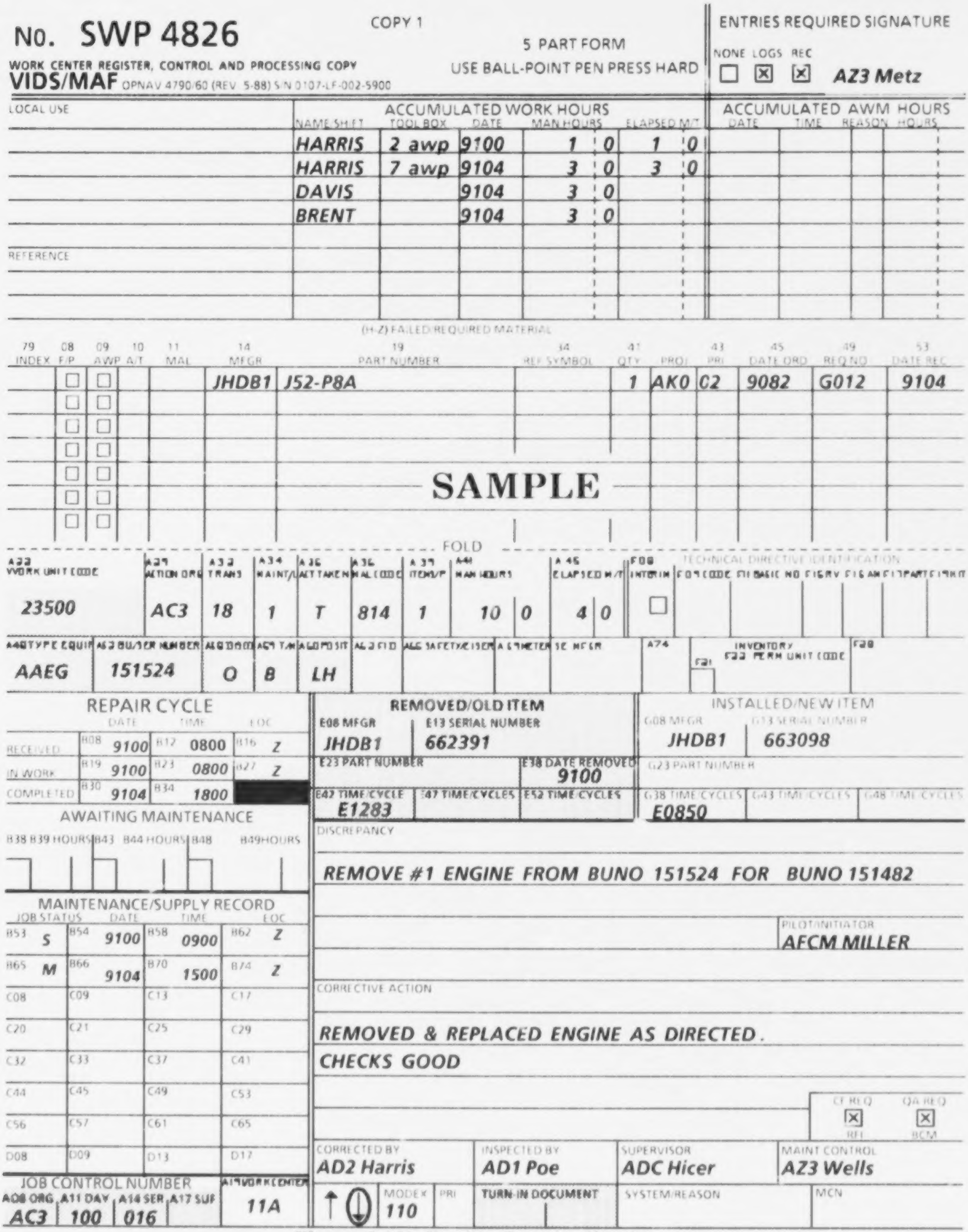
A08 through A14 - Enter the assigned JCN. Only one JCN is required for cannibalization.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Metz

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
HARRIS	2 awp	9100	1	0	1	0
HARRIS	7 awp	9104	3	0	3	0
DAVIS		9104	3	0		
BRENT		9104	3	0		

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			JHDB1	J52-P8A		1	AK0	C2	9082	G012	9104
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM
23500	AC3	18	1	T	814	1	10	0	4	0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A43 TYPE EQUIP	A47 BU/SER NUMBER	A56 TIME/CYCLE	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/E ISER	A69 METER	3C MFGR	A74	F21 INVENTORY F22 PERM UNIT CODE	F28
AAEG	151524	O	B	LH							

REPAIR CYCLE

	DATE		TIME		EOC	
RECEIVED	B08	9100	B12	0800	B16	Z
IN WORK	B19	9100	B23	0800	B27	Z
COMPLETED	B30	9104	B34	1800		

REMOVED/OLD ITEM

E08 MFGR: JHDB1

E13 SERIAL NUMBER: 662391

E23 PART NUMBER

E38 DATE REMOVED: 9100

E42 TIME/CYCLE: E1283

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR: JHDB1

G13 SERIAL NUMBER: 663098

G23 PART NUMBER

G38 TIME/CYCLES: E0850

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS		DATE		TIME		EOC	
B53	S	B54	9100	B58	0900	B62	Z
B65	M	B66	9104	B70	1500	B74	Z
C08		C09		C13		C17	
C20		C21		C25		C29	
C32		C33		C37		C41	
C44		C45		C49		C53	
C56		C57		C61		C65	
D08		D09		D13		D17	

DISCREPANCY

REMOVE #1 ENGINE FROM BUNO 151524 FOR BUNO 151482

PILOT/INITIATOR: AFCM MILLER

CORRECTIVE ACTION

REMOVED & REPLACED ENGINE AS DIRECTED.

CHECKS GOOD

CF REQ ☒ RFI

QA REQ ☒ BCM

CORRECTED BY: AD2 Harris

INSPECTED BY: AD1 Poe

SUPERVISOR: ADC Hicer

MAINT CONTROL: AZ3 Wells

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	100	016		11A

↑ ⓘ MODEX: 110 | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-169 Engine Cannibalization

6.6.5 Nondefective Engine Components. Removal and subsequent installation of engine components normally removed from an engine being inducted to a higher maintenance level will be documented as separate maintenance actions. Documents will have consecutive JCNs, one for removal and one for installation. If the removed repairable component is damaged while awaiting installation, it will be forwarded to the next higher level of maintenance for repair/BCM. The pending component installation document will be used to requisition a replacement component. A turn-in document will be initiated in accordance with component turn-in documentation procedures in paragraph 6.5.1.2 using the conditional malfunction code in block A36, and forwarded with the damaged component. Upon receipt of a replacement component, complete the installation document as described above.

Removal Action (Nondefective Repairable Engine Component) (Figure 6-171)

Figure 6-171 (6.6.5) is an example of a VIDS/MAF documented for the removal of a nondefective repairable engine component.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine. Enter Action Taken Code O if the component is removed while the engine is physically installed in or on the aircraft. Enter P if the engine is removed.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 14 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be P (Appendix E).

A36 - Malfunction description code; must be 800 (Appendix I).

A39 - Items processed, must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and removal was completed. Document EOC code if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

B38 through B49 - Make the appropriate entries (document SCIR if applicable).

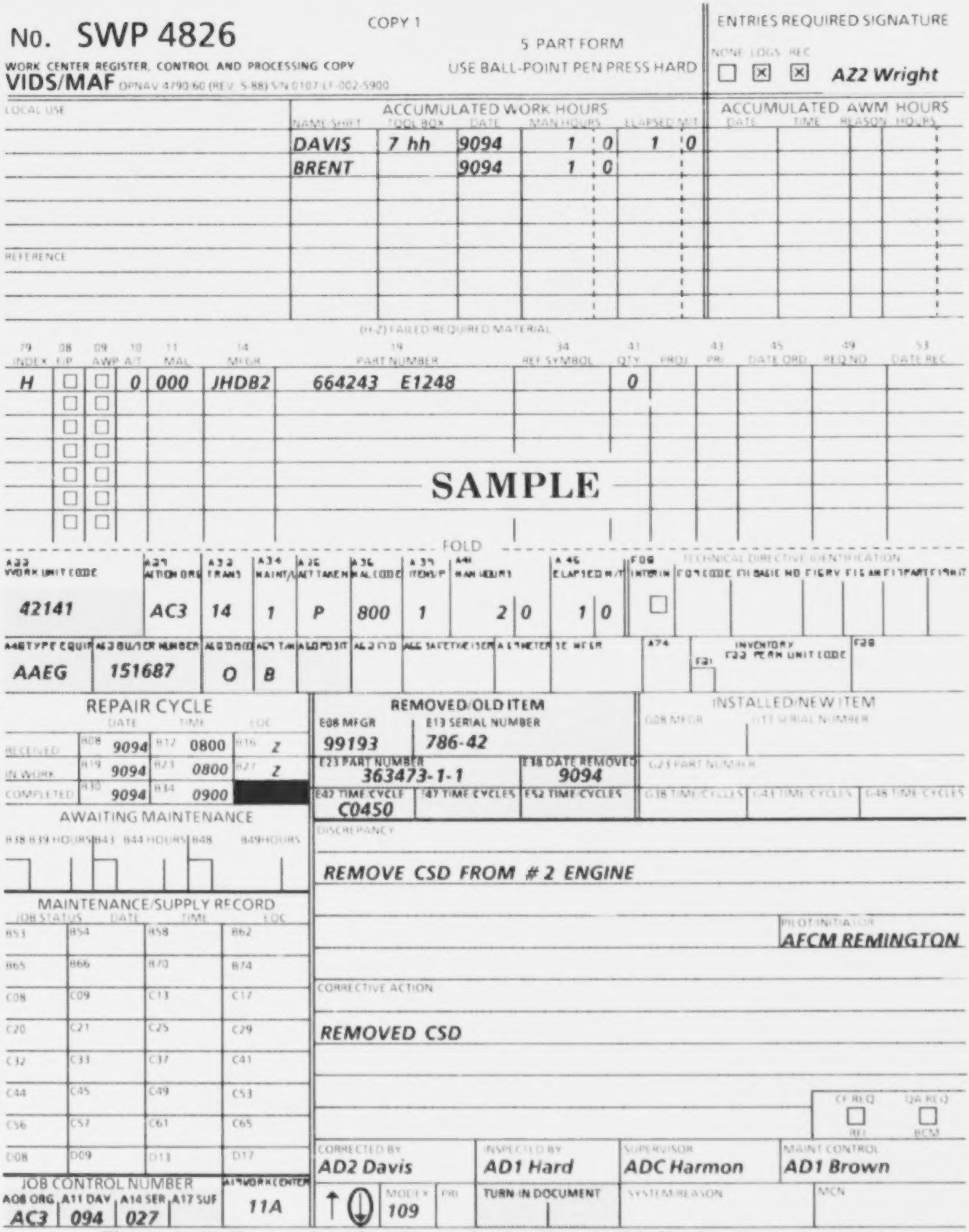
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Wright

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAVIS	7 hh	9094	1 0	1 0
BRENT		9094	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB2	664243 E1248		0					

SAMPLE

FOLD

A33 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F07 CODE	F11 BASIC NO	F13 REV	F15 AM	F17 PART	F19 KIT
42141	AC3	14	1	P	800	1	2 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E ISER	A METER	3E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151687	O	B							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9094	B12 0800	B16 Z
IN WORK	B19 9094	B23 0800	B27 Z
COMPLETED	B30 9094	B34 0900	

REMOVED/OLD ITEM

E08 MFGR 99193

E13 SERIAL NUMBER 786-42

E23 PART NUMBER 363473-1-1

E38 DATE REMOVED 9094

E42 TIME CYCLE C0450

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

REMOVE CSD FROM # 2 ENGINE

PILOT/INITIATOR AFCM REMINGTON

CORRECTIVE ACTION

REMOVED CSD

CF REQ ☐ REJ

QA REQ ☐ BCM

CORRECTED BY AD2 Davis

INSPECTED BY AD1 Hard

SUPERVISOR ADC Harmon

MAINT CONTROL AD1 Brown

JOB CONTROL NUMBER

A08 ORG AC3

A11 DAY 094

A14 SER 027

A17 SUF

A19 WORK CENTER 11A

↑ ⇩

MODEX 109

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-171 Removal Action (Nondefective Repairable Engine Component)

Installation Action (Nondefective Repairable Engine Component) (Figure 6-173)

Figure 6-173 (E 6.5) is an example of a VIDS/MAF documented for the installation of a nondefective repairable engine component.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine. Enter Action Taken Code O if the component is installed while the engine is physically installed in or on the aircraft. Enter P if the engine is removed.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 15 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be Q (Appendix E).

A36 - Malfunction description code; must be 800 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the same Julian date and time in these blocks as those entered in blocks B30/B34 of the removal action. Additionally, this maintenance action becomes AWM concurrently with the date and time entered in blocks B08 and B12. This AWM condition will exist until placed in work, completed, or terminated by a cannibalization action. Document EOC code if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item.

B38 through B49 - Enter the appropriate data.

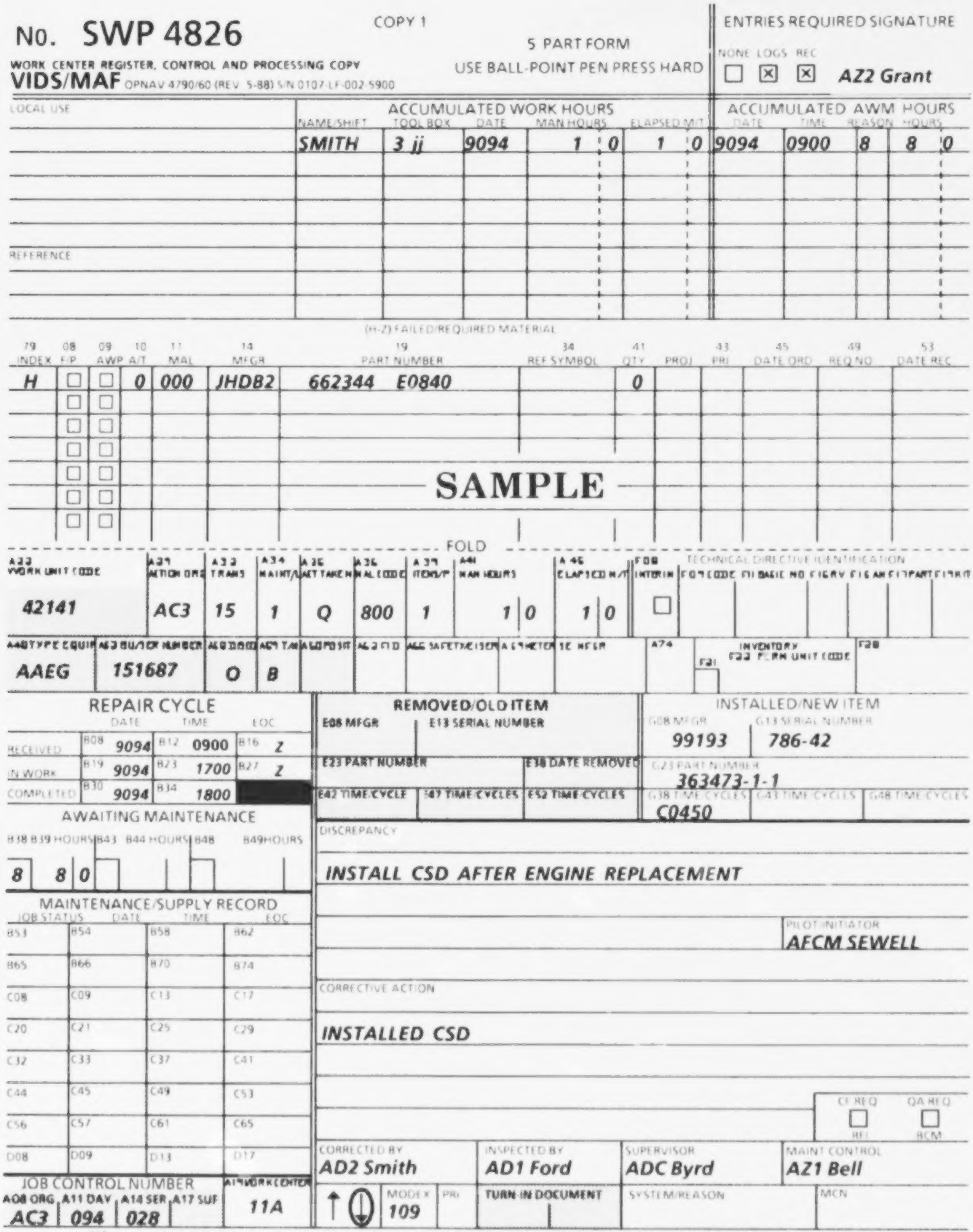
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Grant

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	3 jj	9094	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9094	0900	8	8 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB2	662344 E0840		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F10 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
42141	AC3	15	1	Q	800	1	1 0	1 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 [illegible]	A61 T/M	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 FORM UNIT CODE	F28
AAEG	151687	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9094	B12 0900	B16 Z
IN WORK	B19 9094	B23 1700	B27 Z
COMPLETED	B30 9094	B34 1800	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
8	8 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	094	028		11A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
99193	786-42	363473-1-1	C0450		

DISCREPANCY

INSTALL CSD AFTER ENGINE REPLACEMENT

PILOT/INITIATOR AFCM SEWELL

CORRECTIVE ACTION

INSTALLED CSD

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Smith	AD1 Ford	ADC Byrd	AZ1 Bell

↑ ⓘ	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
	109				

Figure 6-173 Installation Action (Nondefective Repairable Engine Component)

6.6.6 Engine Inspections

6.6.6.1 Major Inspection (Engines). O-level activities do not perform independent major inspections on nonreciprocating engines. This task is included in the aircraft phase inspections for installed engines. All major inspections, for example, Handbook of Service Instructions, Hourly Engine Maintenance Program are done at the I-level in accordance with NA 02B-XXX-6-3 or -6-4 MRCs.

Removal and Replacement (Solely for IMA Inspection) (Figure 6-175)

Figure 6-175 (6.6.6.1) is an example of a VIDS/MAF documented for the removal and replacement of an engine solely for IMA inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data for engine requisition.

A22 - Enter the appropriate WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be R (Appendix E).

A36 - Malfunction description code; must be 804 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data for the removed/old engine. E23 must be blank.

G08 through G48 - Enter the appropriate data for the installed/new engine. G23 must be blank.

B38 through B49 - Enter the appropriate data.

B53 through D17 - Enter the appropriate data.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Hauge

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
WEBB	3 jjh	9094	1 0	1 0	9095	1200	3	1 0
STONE		9094	1 0					
LEE		9094	1 0					
WEBB	3 jjh	9095	2 0	2 0				
STONE		9095	2 0					
LEE		9095	2 0					

(H/Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			JHDB2	J52-P8A		1	AK0	02	9094	G428	9095
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F07 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
23500	AC3	23	1	R	804	1	9 0	3 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151492	O	B	RH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9094	B12 0800	B16 Z
IN WORK	B19 9094	B23 0800	B27 Z
COMPLETED	B30 9095	B34 1500	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
JHDB2	664243	
E23 PART NUMBER		E18 DATE REMOVED 9094
E42 TIME/CYCLE E1248	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
JHDB2	662344	
G23 PART NUMBER		
G38 TIME/CYCLES E0840	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

DISCREPANCY

REMOVE # 2 ENGINE FOR 600 HOUR INSP

PILOT/INITIATOR AFCM SVEC

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9094	B58 0900	B62 Z
B65 M	B66 9095	B70 1200	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED AND REPLACED ENGINE

CF REQ ☒ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Webb	AD1 Ford	ADC Herman	AZ2 Rezin

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	094	165		11A

↑ ⓓ	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN
	109				

Figure 6-175 Removal and Replacement (Solely for IMA Inspection)

Turn-in Document (Engine Inspection) (Figure 6-177)

Figure 6-177 (6.6.6.1) is an example of a VIDS/MAF documented for an engine turn-in for IMA inspection. The O-level activity will initiate a new VIDS/MAF to serve as the turn-in document that accompanies the engine to IMA.

A22 - Enter the appropriate WUC of the inspection.

A48 - Enter the TEC for the equipment.

A52 - Enter the PSSN.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be J (Appendix H).

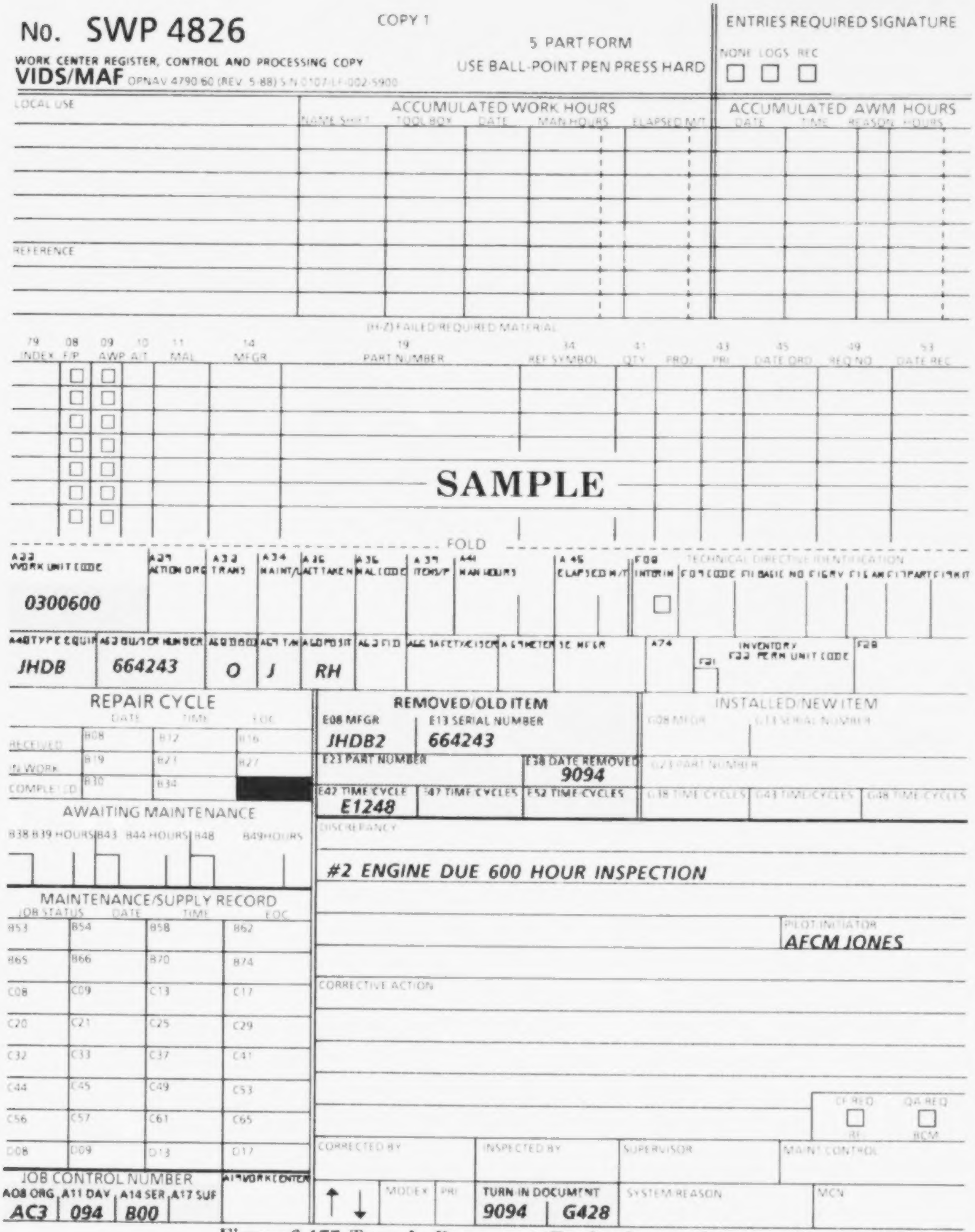
A60 - Enter the PSI if applicable.

E08 through E52 - Enter data from the removal/installation document.

A08 through A14 - Enter the assigned inspection JCN.

DISCREPANCY - Enter the narrative of the discrepancy as shown on the removal document and initiator.

TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the engine was ordered.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F14 REV	F16 AM	F17 PART	F19 KIT
0300600									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A57 METER	3E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHDB	664243	O	J	RH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR JHDB2

E13 SERIAL NUMBER 664243

E23 PART NUMBER

E38 DATE REMOVED 9094

E42 TIME CYCLE E1248

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

#2 ENGINE DUE 600 HOUR INSPECTION

PILOT/INITIATOR AFCM JONES

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐

RFI BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	094	B00		

↑ ↓

MODEX

PRI

TURN IN DOCUMENT 9094 G428

SYSTEM REASON

MCN

Figure 6-177 Turn-In Document (Engine Inspection)

6.6.6.2 Special Inspections (Engine). All engine special inspections are documented using control, look, and fix phase VIDS/MAFs in accordance with major inspections of aircraft and engines. For control documents, the JCN is constructed using the activities organization code, the Julian date on which the aircraft/engine was inducted for inspection, and a numeric serial number. Inspection WUCs have a special matrix to construct the code. Enter the alpha character in the seventh position of the WUC on the control and look phase VIDS/MAF to indicate the type of special inspection to be accomplished. This alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in Appendix M. Special guidelines to follow when selecting the alpha character for the special inspection being reported, are listed below and in paragraph 6.5.2.3.1.2:

a. Each interval is inclusive of the begin day/hour and end day/hour as stated in the applicable MRC deck.

b. When it becomes necessary to report on a daily and an hourly special inspection with the same alpha character in the seventh position, a separate control document must be used for each inspection.

c. When reporting special inspections that apply to engines, the engine must be identified in the (H-Z) blocks of the VIDS/MAF.

Special Inspection Control Document (Figure 6-179)

Figure 6-179 (6.6.6.2) is an example of a VIDS/MAF documented for a special inspection control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine(s).

A22 - Enter the appropriate inspection WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended if applicable.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be K or M (Appendix H).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes if applicable.

B38 through B49 - Make the appropriate entries (document SCIR if applicable).

B53 through D17 - Make appropriate entries if applicable.

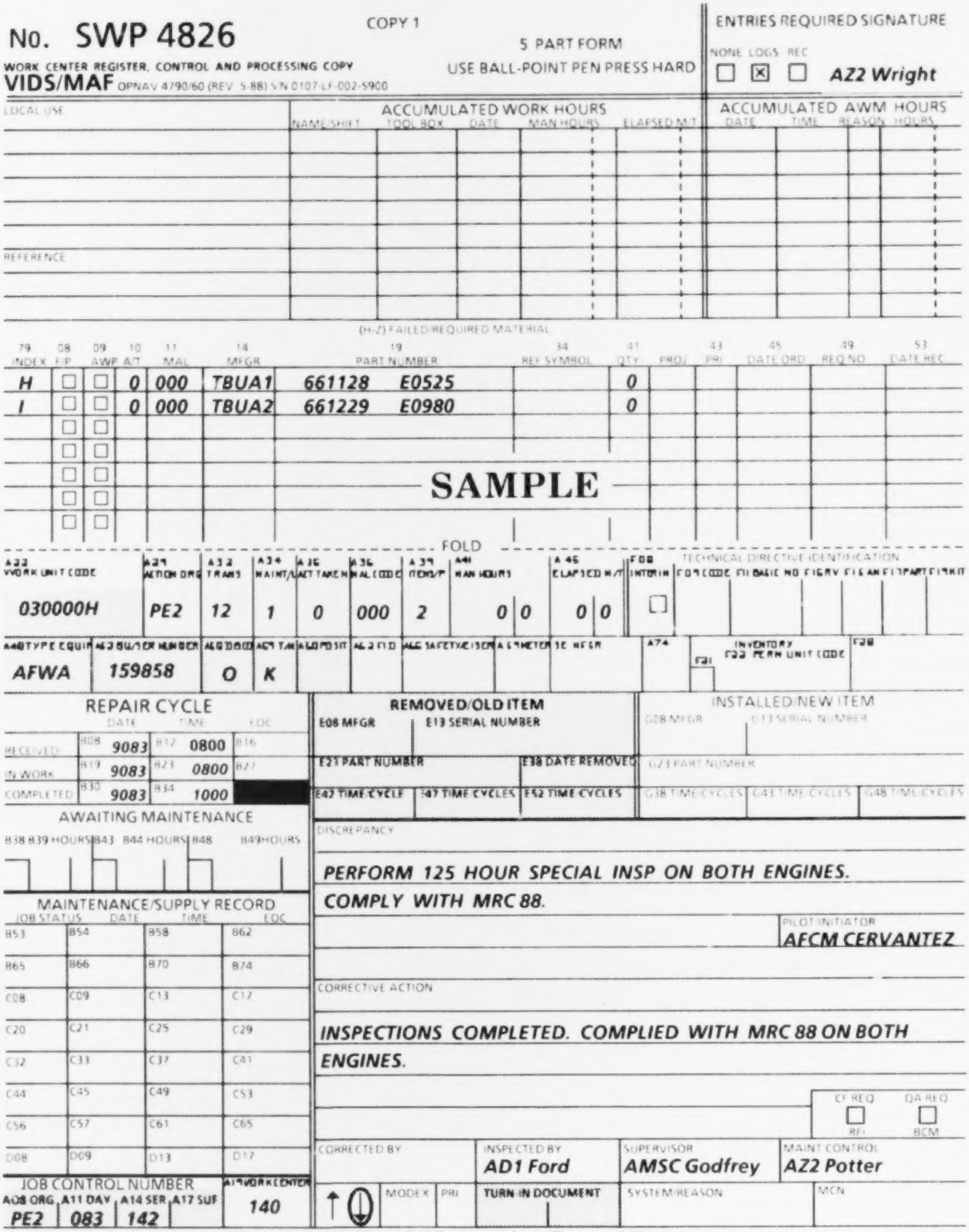
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ2 Wright

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	TBUA1	661128 E0525		0					
I	☐	☐	0	000	TBUA2	661229 E0980		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
030000H	PE2	12	1	0	000	2	0 0	0 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/E I SER	A METER	3E MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
AFWA	159858	O	K									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9083	B12 0800	B16
IN WORK	B19 9083	B23 0800	B27
COMPLETED	B30 9083	B34 1000	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME CYCLES

G48 TIME/CYCLES

DISCREPANCY

PERFORM 125 HOUR SPECIAL INSP ON BOTH ENGINES.
COMPLY WITH MRC 88.

PILOT/INITIATOR AFCM CERVANTEZ

CORRECTIVE ACTION

INSPECTIONS COMPLETED. COMPLIED WITH MRC 88 ON BOTH
ENGINES.

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY AD1 Ford

SUPERVISOR AMSC Godfrey

MAINT CONTROL AZ2 Potter

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE2	083	142		140

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-179 Special Inspection Control Document

Special Inspection (Installed Engine) Look Phase Document (Figure 6-181)

Figure 6-181 (6.6.6.2) is an example of a VIDS/MAF documented for a special inspection look phase inspection. Look phase documents are issued to each work center participating in the inspection and will be completed in accordance with major inspections of aircraft and engines.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine(s).

A22 - Enter the appropriate inspection WUC for the engine.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level, must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code, must be O (Appendix R).

A59 - Type maintenance code, must be K or M (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

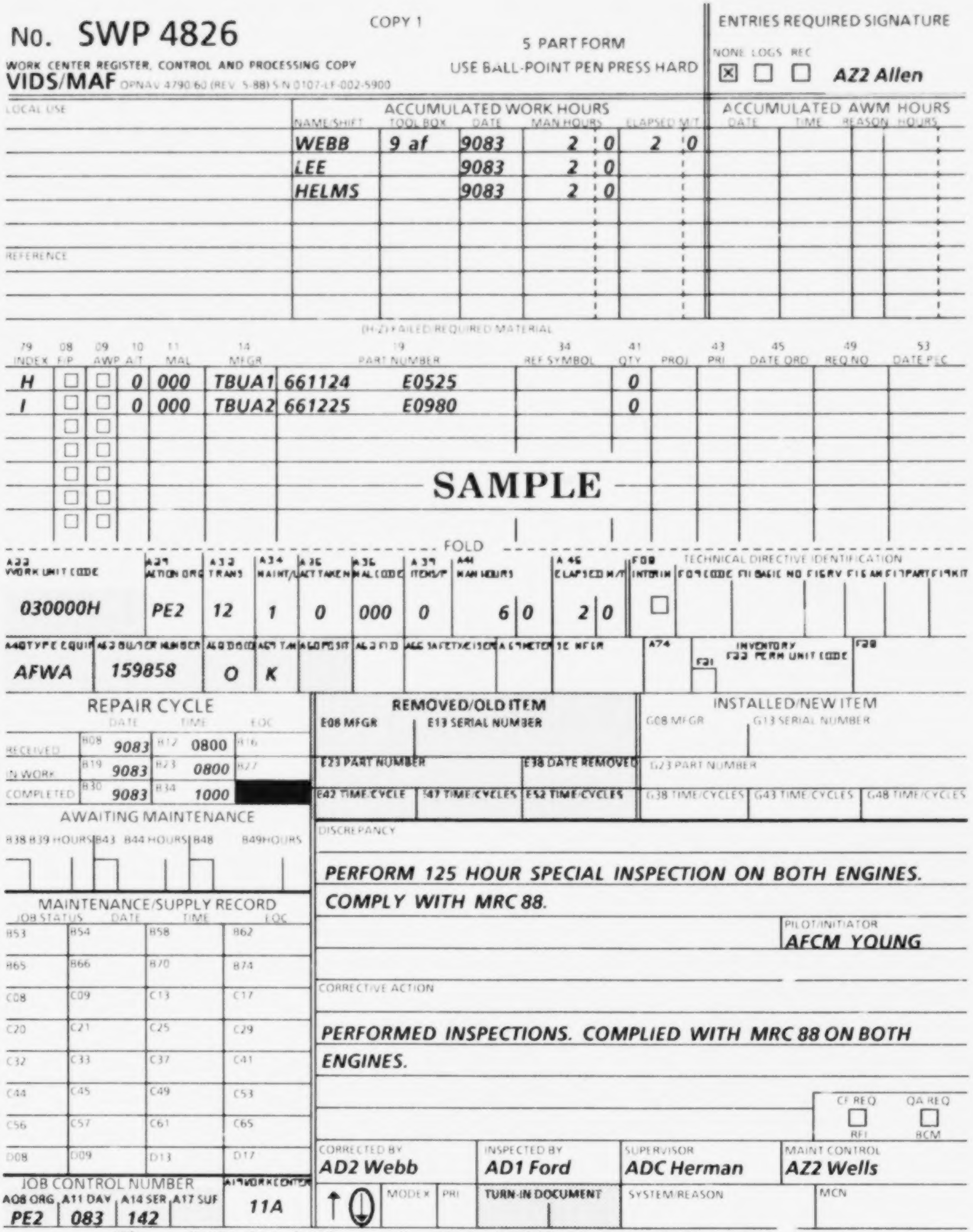
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Allen

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WEBB	9 af	9083	2 0	2 0
LEE		9083	2 0	
HELMS		9083	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	TBUA1	661124 E0525		0					
I	☐	☐	0	000	TBUA2	661225 E0980		0					

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
030000H	PE2	12	1	0	000	0	6 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49	A51	A52 POSIT	A62 FID	A66 SAFETY/EI SER	METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AFWA	159858	O	K									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9083	B12 0800	B16
IN WORK	B19 9083	B23 0800	B27
COMPLETED	B30 9083	B34 1000	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLE E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

PERFORM 125 HOUR SPECIAL INSPECTION ON BOTH ENGINES. COMPLY WITH MRC 88.

PILOT/INITIATOR AFCM YOUNG

CORRECTIVE ACTION

PERFORMED INSPECTIONS. COMPLIED WITH MRC 88 ON BOTH ENGINES.

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Webb	AD1 Ford	ADC Herman	AZ2 Wells

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE2	083	142		11A

MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 6-181 Special Inspection (Installed Engine) Look Phase Document

Special Inspection (Installed Engine) Fix Phase Document (Figure 6-183)

Figure 6-183 (6.6.6.2) is an example of a VIDS/MAF documented for a special inspection fix phase inspection. Fix phase documents on special inspections are documented using fix phase VIDS/MAFs in accordance with procedures in major inspections of aircraft and engines, paragraph 6.5.2.3.4, except that the JCN will be a three position numeric number with no regard to the Julian date or serial number contained on the control document. These JCNs are assigned by maintenance control as each event occurs, as would an unscheduled maintenance action.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine; enter the failed parts/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

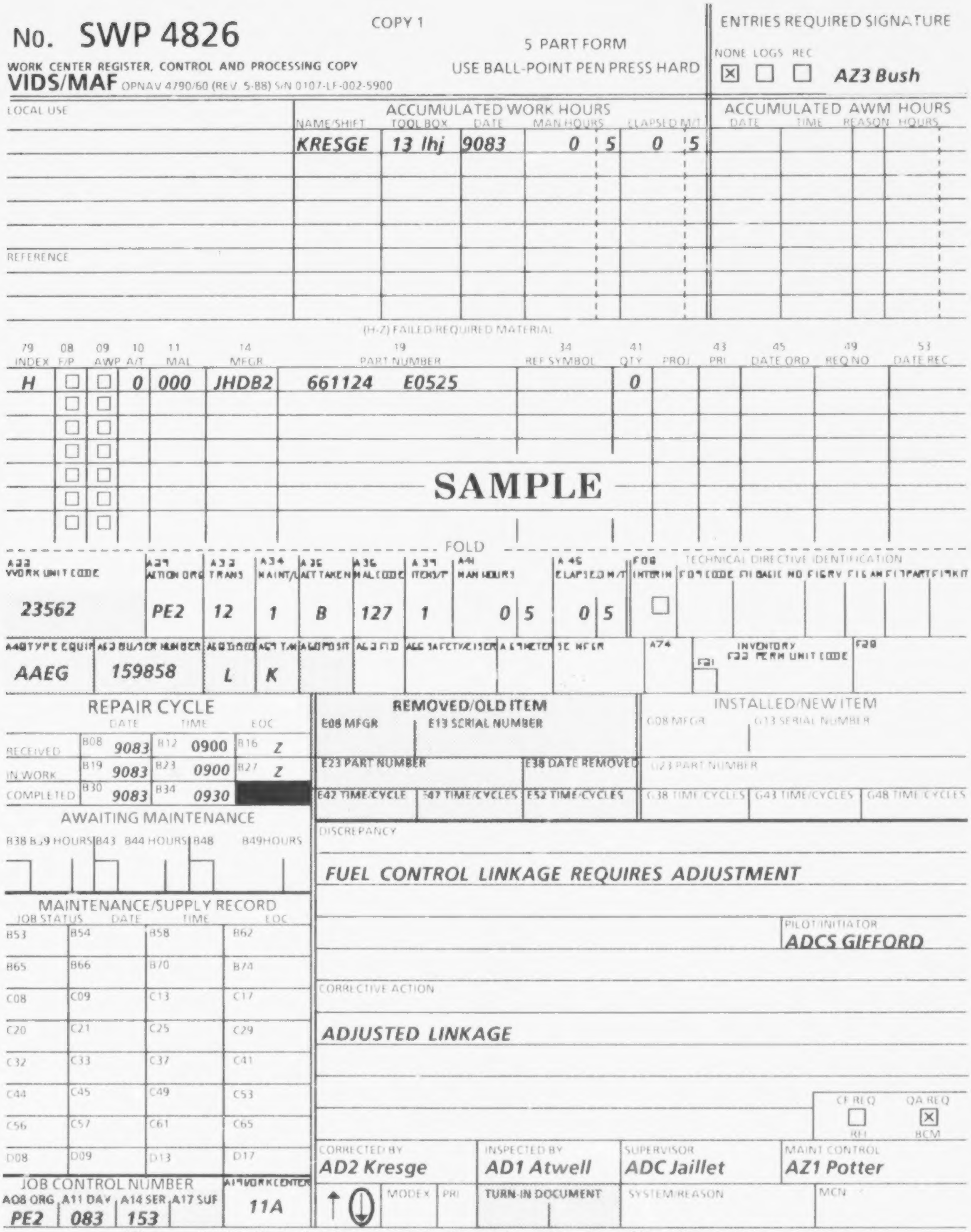
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826 COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Bush

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
KRESGE	13 lhj	9083	0 5	0 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB2	661124 E0525		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
23562	PE2	12	1	B	127	1	0 5	0 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61 T/M	A62 POSIT	A63 FID	A65 SAFETY/E ISSN	A67 METER	5E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	159858	L	K									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9083	B12 0900	B16 Z
IN WORK	B19 9083	B23 0900	B27 Z
COMPLETED	B30 9083	B34 0930	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FUEL CONTROL LINKAGE REQUIRES ADJUSTMENT

PILOT/INITIATOR ADCS GIFFORD

CORRECTIVE ACTION

ADJUSTED LINKAGE

CF REQ ☐ RFI QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Kresge	AD1 Atwell	ADC Jaillet	AZ1 Potter

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE2	083	153		11A

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-183 Special Inspection (Installed Engine) Fix Phase Document

6.6.6.3 Conditional Inspections (Engine). These inspections are documented using the procedures for major inspection of aircraft and engines, except as noted below.

Conditional Inspection (Installed Engine) Control Document (Figure 6-185)

Figure 6-185 (6.6.6.3) is an example of a VIDS/MAF documented for a conditional inspection control document on an installed engine. Maintenance control will issue a numeric serial numbered JCN using a VIDS/MAF as a control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine.

A22 - Work unit code; must be 030.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended if applicable.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code, must be O (Appendix R).

A59 - Type maintenance code; must be E or S (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

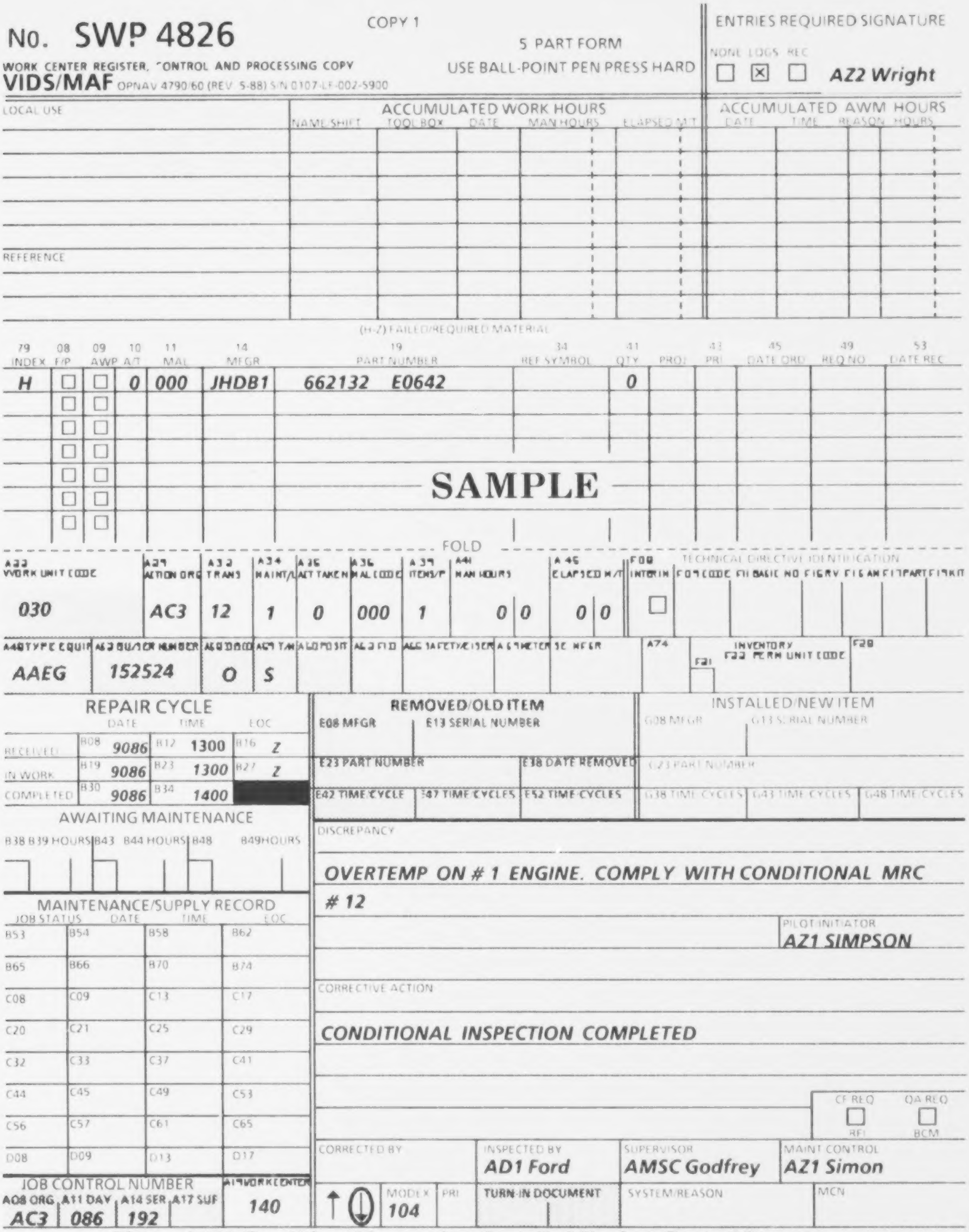
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ2 Wright

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB1	662132 E0642		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F1 REV	F16 AM	F17 PART	F19 KIT
030	AC3	12	1	0	000	1	0 0	0 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A51 TM	A LOPOSIT	A62 FID	A66 SAFETY/EISER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	152524	O	S									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9086	B12 1300	B16 Z
IN WORK	B19 9086	B23 1300	B27 Z
COMPLETED	B30 9086	B34 1400	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

OVERTEMP ON # 1 ENGINE. COMPLY WITH CONDITIONAL MRC # 12

PILOT/INITIATOR AZ1 SIMPSON

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CONDITIONAL INSPECTION COMPLETED

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 Ford	AMSC Godfrey	AZ1 Simon

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	086	192		140

↑ ⓛ	MODEX 104	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 6-185 Conditional Inspection (Installed Engine) Control Document

Conditional Inspection (Installed Engine) Look Phase Document (Figure 6-187)

Figure 6-187 (6.6.6.3) is an example of a VIDS/MAF documented for a conditional inspection look phase on an installed engine. Look phase documents are issued to each work center participating in the inspection, and will be completed in accordance with major inspections of aircraft and engines, paragraph 6.5.2.3.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine.

A22 - WUC; must be 030.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be E or S (Appendix H).

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.

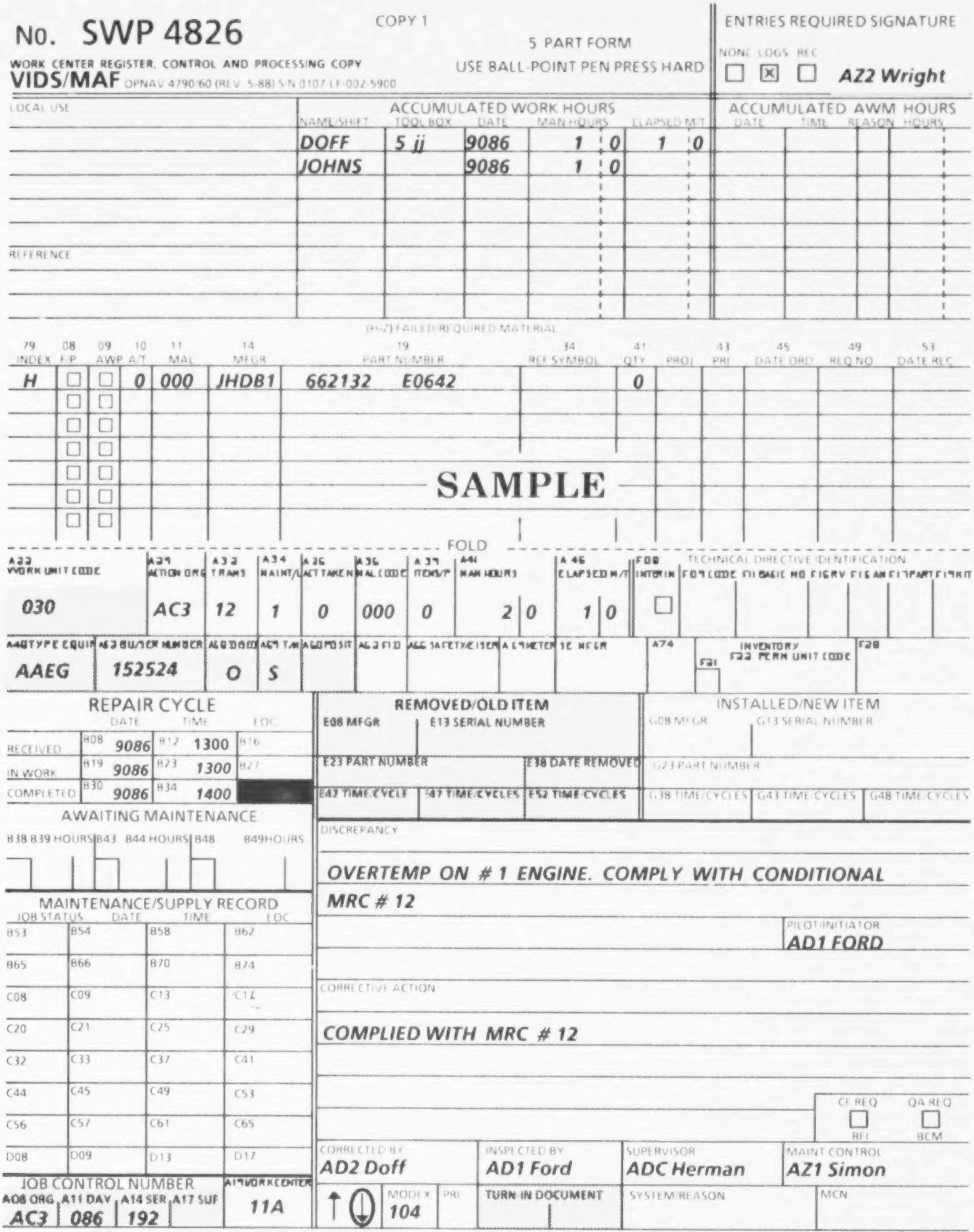
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. **SWP 4826**

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ2 Wright

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOFF	5 jj	9086	1 0	1 0
JOHNS		9086	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB1	662132 E0642		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 REV	F16 AM	F17 PART	F19 KIT
030	AC3	12	1	0	000	0	2 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/CISER	A METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
AAEG	152524	O	S									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9086	B12 1300	B16
IN WORK	B19 9086	B23 1300	B27
COMPLETED	B30 9086	B34 1400	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

OVERTEMP ON # 1 ENGINE. COMPLY WITH CONDITIONAL MRC # 12

PILOT/INITIATOR AD1 FORD

CORRECTIVE ACTION

COMPLIED WITH MRC # 12

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Doff	AD1 Ford	ADC Herman	AZ1 Simon

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER	↑ ⊕	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
AC3	086	192		11A		104				

Figure 6-187 Conditional Inspection (Installed Engine) Look Phase Document

Conditional Inspection (Installed Engine) Fix Phase Document (Figure 6-189)

Figure 6-189 (6.6.6.3) is an example of a VIDS/MAF documented for a conditional inspection fix phase on an installed engine. Any discrepancies discovered are reported to maintenance control and assigned a numeric serial number JCN.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine; enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Type maintenance code. S for conditional and E for acceptance/transfer (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

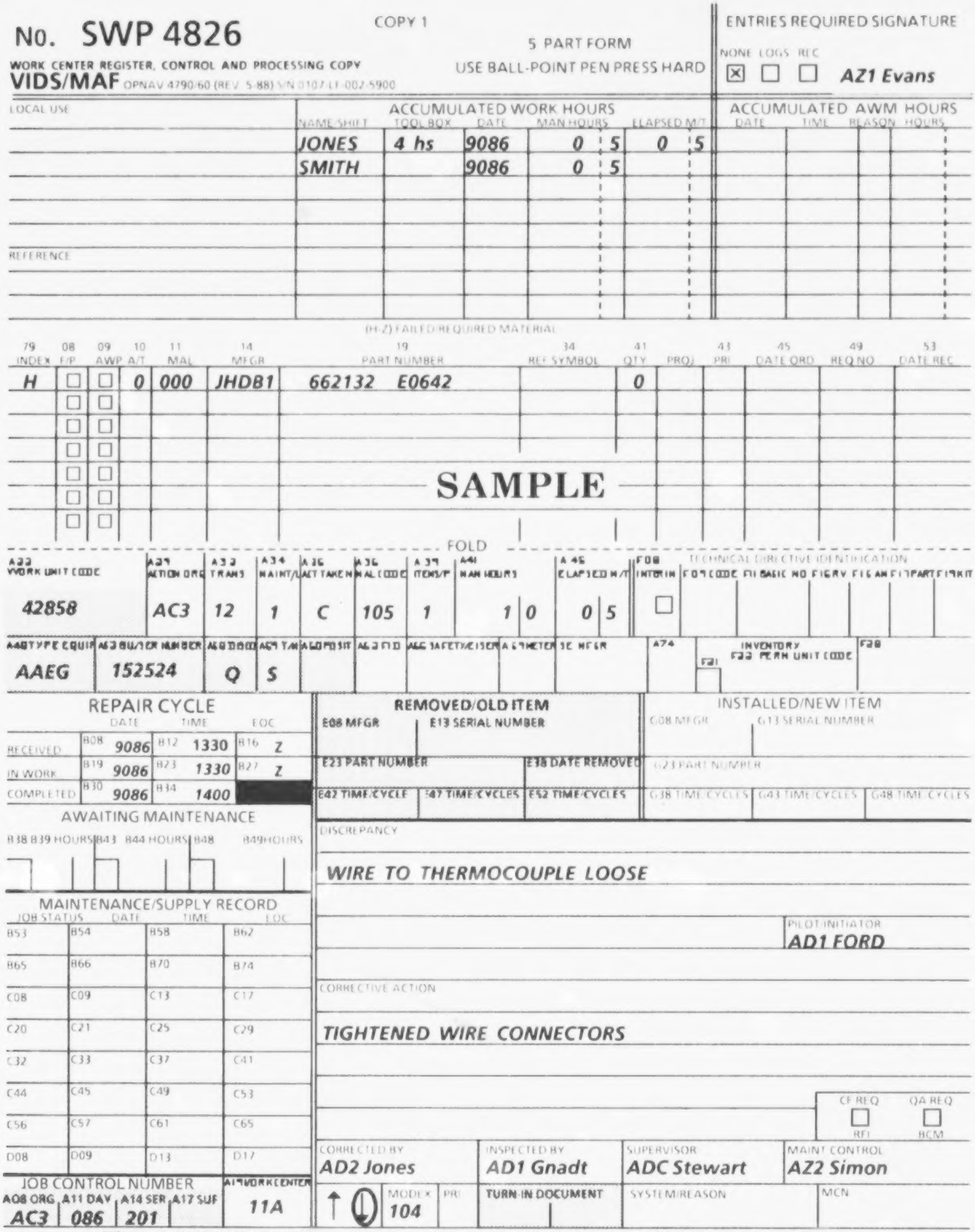
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Evans

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS				
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	4 hs	9086	0 5	0 5
SMITH		9086	0 5	

ACCUMULATED AWM HOURS			
DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB1	662132 E0642		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A27 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F19 KIT
42858	AC3	12	1	C	105	1	1 0	0 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E SER	A67 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	152524	Q	S									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9086	B12 1330	B16 Z
IN WORK	B19 9086	B23 1330	B27 Z
COMPLETED	B30 9086	B34 1400	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	086	201		11A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
E23 PART NUMBER		E38 DATE REMOVED
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

WIRE TO THERMOCOUPLE LOOSE

PILOT/INITIATOR AD1 FORD

CORRECTIVE ACTION

TIGHTENED WIRE CONNECTORS

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	AD1 Gnadt	ADC Stewart	AZ2 Simon

↑ Ⓛ	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
	104				

Figure 6-189 Conditional Inspection (Installed Engine) Fix Phase Document

6.6.7 Unscheduled Engine Maintenance. Unscheduled maintenance performed at the O-level on engines is documented with the aircraft identified in blocks A48 and A52 on the VIDS/MAF.

6.6.7.1 Unscheduled On-Equipment Maintenance. These maintenance actions will be documented on the VIDS/MAF in accordance with standard VIDS/MAF documentation procedures except as noted.

Unscheduled Maintenance (Installed Engine) Repair Document (Figure 6-191)

Figure 6-191 (6.6.7) is an example of a VIDS/MAF documented for the repair of unscheduled on-equipment maintenance of installed engines.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine, in the case of an APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian dates and times that work was received, started, or completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

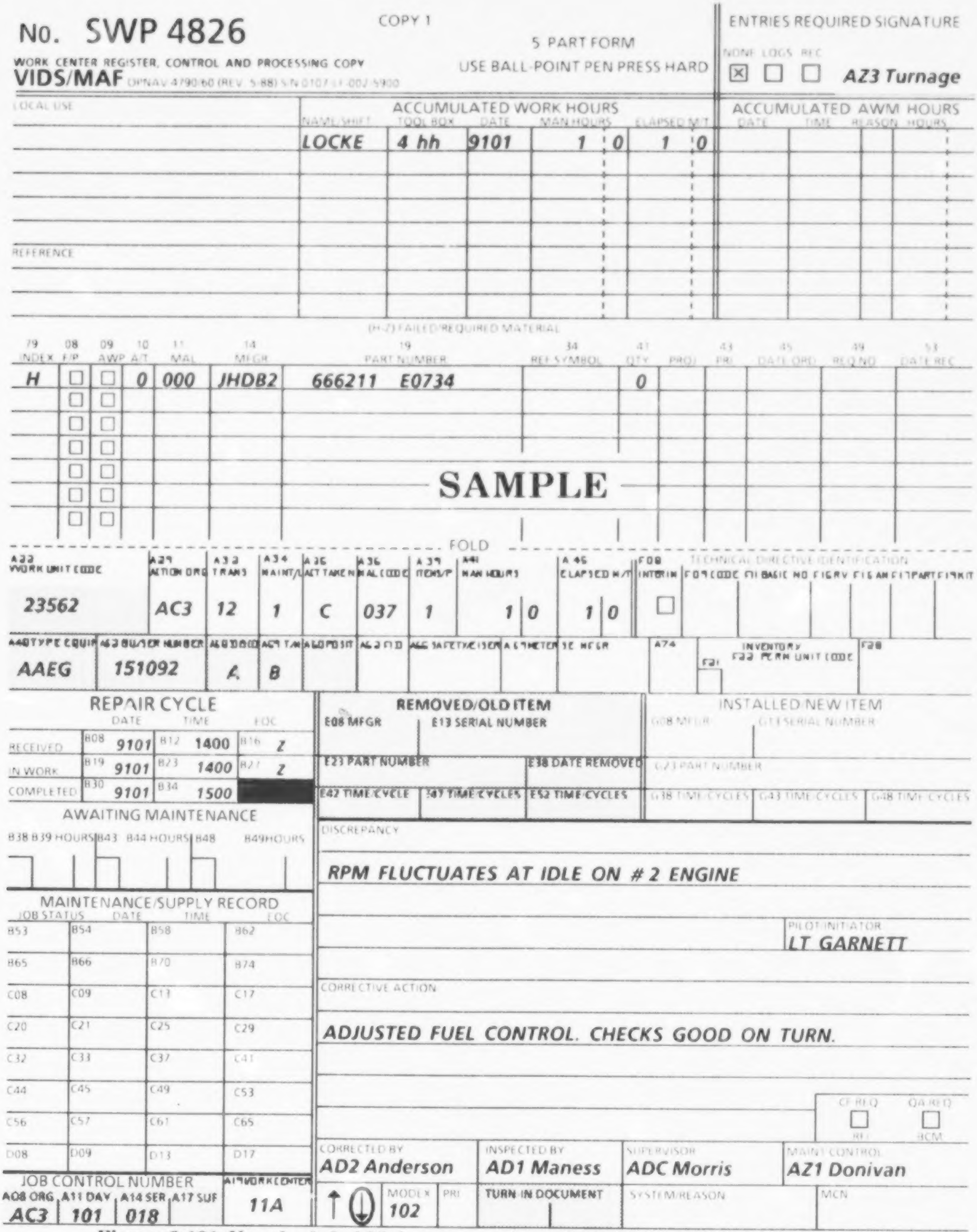
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-007-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Turnage

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
LOCKE	4 hh	9101	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB2	666211 E0734		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
23562	AC3	12	1	C	037	1	1 0	1 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F16 AM, F17 PART, F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	ACT T/M	A60 POSIT	A62 FID	A65 SAFETY/E-ISER	A67 METER	3C MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151092	A	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9101	B12 1400	B16 Z
IN WORK	B19 9101	B23 1400	B27 Z
COMPLETED	B30 9101	B34 1500	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

RPM FLUCTUATES AT IDLE ON # 2 ENGINE

PILOT/INITIATOR LT GARNETT

CORRECTIVE ACTION

ADJUSTED FUEL CONTROL. CHECKS GOOD ON TURN.

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Anderson	AD1 Maness	ADC Morris	AZ1 Donivan

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	101	018		11A

↑ ↓ MODEX 102 | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 6-191 Unscheduled Maintenance (Installed Engine) Repair Document

Unscheduled Maintenance (Installed Engine) Repairable Replacement (Figure 6-193)

Figure 6-193 (6.6.7) is an example of a VIDS/MAF documented for a repairable replacement during unscheduled on-equipment maintenance on an installed engine.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the engine, in the case of an APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; record supply requisition.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Transaction code; must be 25 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data that identifies the removed/old item. For an APU always enter numeric 1 for engine position in block E08 and enter the engine hour meter or start counter reading, as appropriate in block E42. E47 denotes removal of a warranted item. E52 indicates the contract number.

G08 through G48 - Enter the appropriate data that identifies the installed/new item. For an APU always enter numeric 1 for engine position in block G08 and enter the engine hour meter or start counter reading, as appropriate in block G38. G43 denotes installation of a warranted item. G48 indicates the contract number.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Enter the appropriate data if applicable.

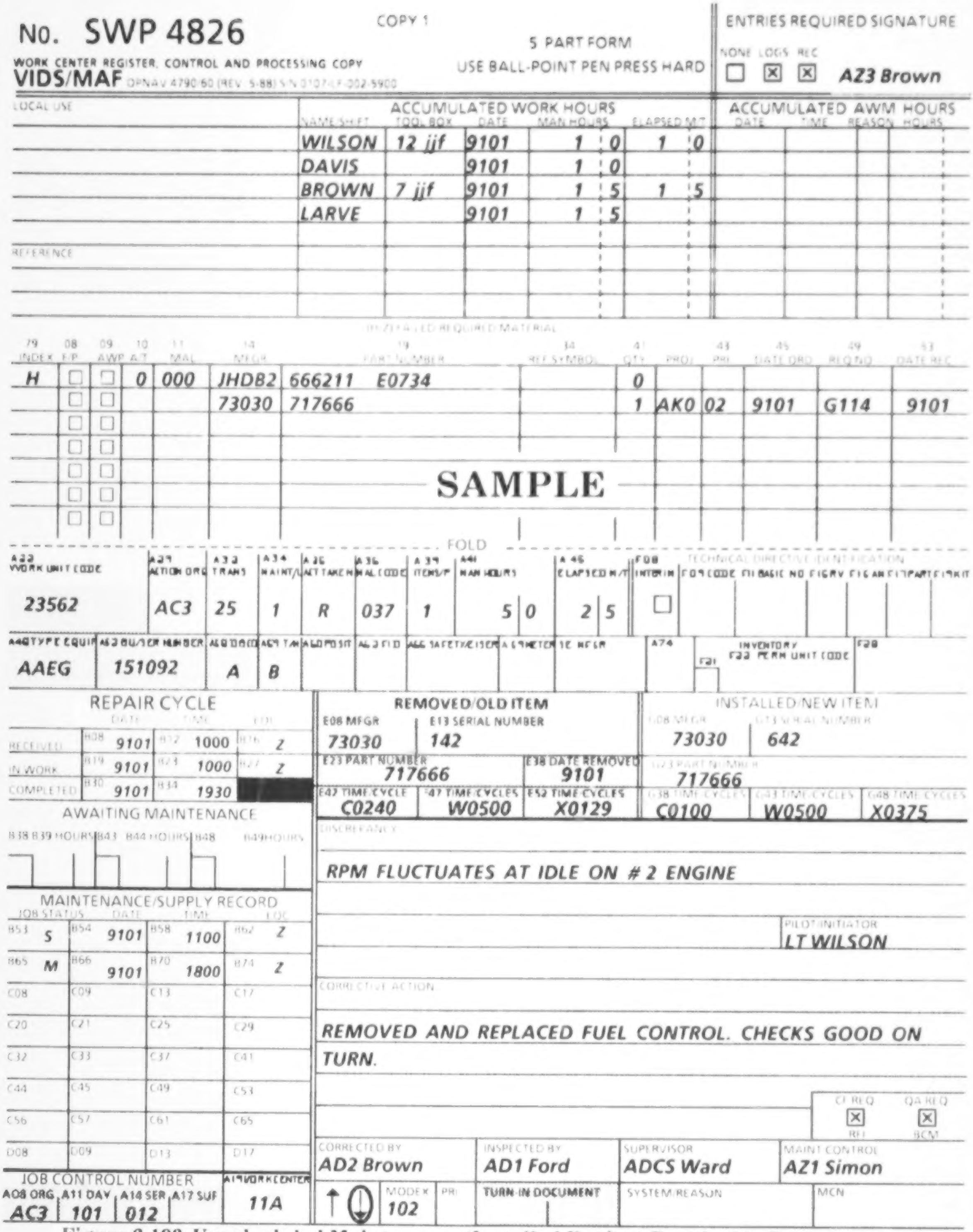
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM
USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☒ REC ☒ AZ3 Brown

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WILSON	12 jjf	9101	1 0	1 0
DAVIS		9101	1 0	
BROWN	7 jjf	9101	1 5	1 5
LARVE		9101	1 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

INITIATED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	JHDB2	666211 E0734		0					
	☐	☐			73030	717666		1	AK0	02	9101	G114	9101
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
23562	AC3	25	1	R	037	1	5 0	2 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A52 BU/SER NUMBER	A58 TD/ECC	A59 TM	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	TC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151092	A	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9101	B12 1000	B16 Z
IN WORK	B19 9101	B23 1000	B27 Z
COMPLETED	B30 9101	B34 1930	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53 S	B54 9101	B58 1100	B62 Z
B65 M	B66 9101	B70 1800	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	101	012		11A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
73030	142	
E23 PART NUMBER 717666		E38 DATE REMOVED 9101
E42 TIME/CYCLE C0240	E47 TIME/CYCLES W0500	E52 TIME/CYCLES X0129

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
73030	642	
G23 PART NUMBER 717666		
G38 TIME/CYCLES C0100	G43 TIME/CYCLES W0500	G48 TIME/CYCLES X0375

DISCREPANCY

RPM FLUCTUATES AT IDLE ON # 2 ENGINE

PILOT/INITIATOR LT WILSON

CORRECTIVE ACTION

REMOVED AND REPLACED FUEL CONTROL. CHECKS GOOD ON TURN.

CF REQ ☒ RFI
QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Brown	AD1 Ford	ADCS Ward	AZ1 Simon

	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
↑ ⓘ	102				

Figure 6-193 Unscheduled Maintenance (Installed Engine) Repairable Replacement

Installed APU Repair Document (Figure 6-195)

Figure 6-195 (6.6.7) is an example of a VIDS/MAF documented for the repair of unscheduled on-equipment maintenance of an installed APU.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; enter the failed part(s)/record supply requisition(s) if applicable.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian dates and times that work was received, started, or completed. Document SCIR if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make appropriate entries if applicable.

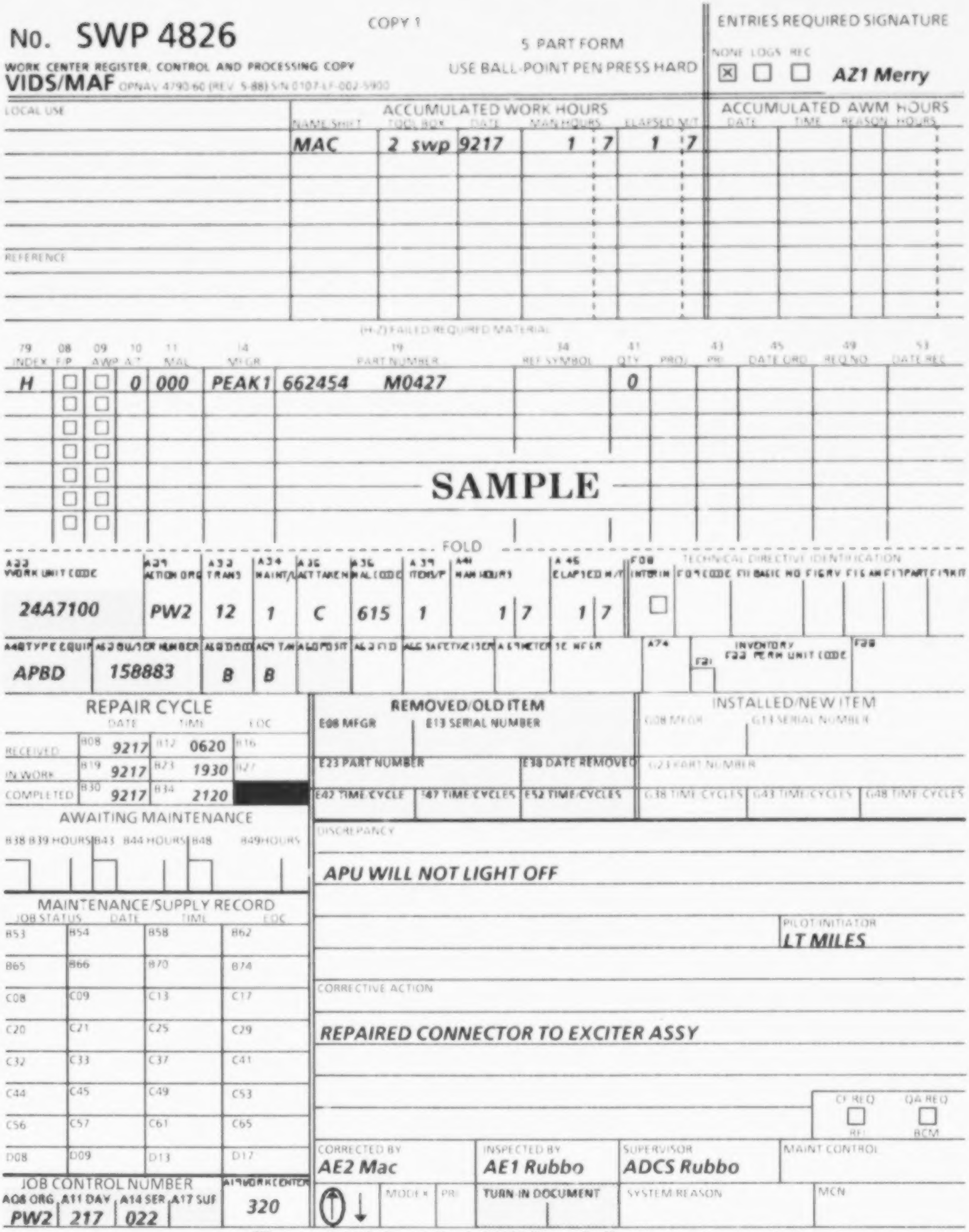
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Merry

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MAC	2 swp	9217	1 7	1 7

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	PEAK1	662454 M0427		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
24A7100	PW2	12	1	C	615	1	1 7	1 7	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DDC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E ISER	A METER	IC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	158883	B	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9217	B12 0620	B16
IN WORK	B19 9217	B23 1930	B27
COMPLETED	B30 9217	B34 2120	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PW2	217	022		320

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER		
E23 PART NUMBER		E38 DATE REMOVED	
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES	

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

APU WILL NOT LIGHT OFF

PILOT/INITIATOR LT MILES

CORRECTIVE ACTION

REPAIRED CONNECTOR TO EXCITER ASSY

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE2 Mac	AE1 Rubbo	ADCS Rubbo	

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN

Figure 6-195 Installed APU Repair Document

Removal and Replacement of a Defective APU (Figure 6-197)

Figure 6-197 (6.6.7) is an example of a VIDS/MAF documented for the removal and reinstallation of an APU on an aircraft.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

ACCUMULATED AWM HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the appropriate data to identify the APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; record supply requisitions.

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate O-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI if applicable.

B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR if applicable.

E08 through E52 - Enter the appropriate data that identifies the removed/old item. For an APU always enter numeric 1 for engine position in block E08 and enter the engine hour meter or start counter reading, as appropriate in block E42.

G08 through G48 - Enter the appropriate data that identifies the installed/new item. For an APU always enter numeric 1 for engine position in block G08 and enter the engine hour meter or start counter reading, as appropriate in block G38.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Enter the appropriate data if applicable.

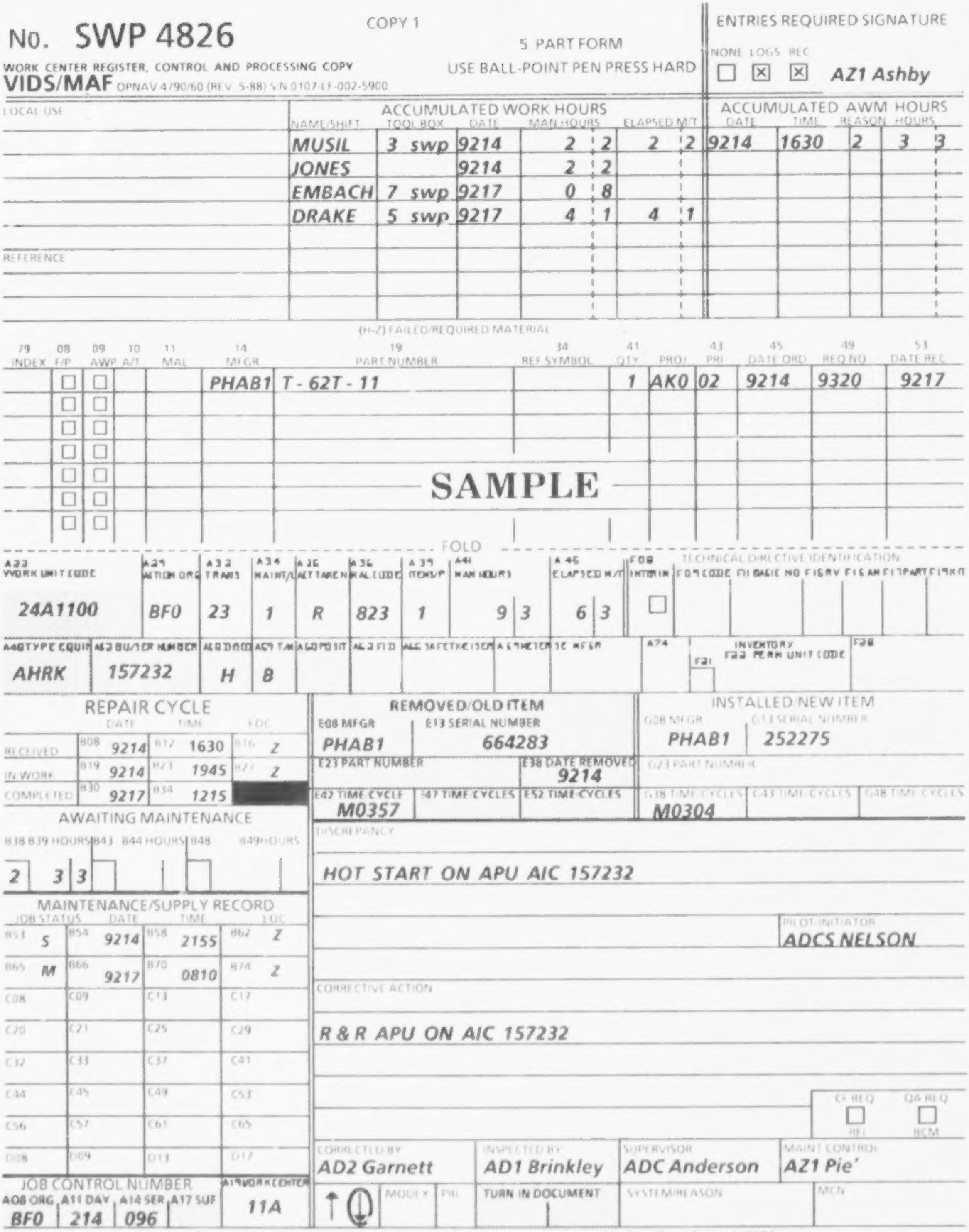
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Ashby

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MUSIL	3 swp	9214	2 2	2 2
JONES		9214	2 2	
EMBACH	7 swp	9217	0 8	
DRAKE	5 swp	9217	4 1	4 1

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9214	1630	2	3 3

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			PHAB1	T - 62T - 11		1	AK0	02	9214	9320	9217
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A33 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F18 AM	F17 PART	F19 KIT
24A1100	BF0	23	1	R	823	1	9 3	6 3	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A52 BU/SER NUMBER	[illegible]	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AHRK	157232	H	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9214	B12 1630	B16 Z
IN WORK	B19 9214	B23 1945	B27 Z
COMPLETED	B30 9217	B34 1215	

REMOVED/OLD ITEM

E08 MFGR PHAB1

E13 SERIAL NUMBER 664283

E23 PART NUMBER

E38 DATE REMOVED 9214

E42 TIME/CYCLE M0357

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR PHAB1

G13 SERIAL NUMBER 252275

G23 PART NUMBER

G38 TIME/CYCLES M0304

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	3 3				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9214	B58 2155	B62 Z
B65 M	B66 9217	B70 0810	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

HOT START ON APU AIC 157232

PILOT/INITIATOR ADCS NELSON

CORRECTIVE ACTION

R & R APU ON AIC 157232

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Garnett	AD1 Brinkley	ADC Anderson	AZ1 Pie'

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
BF0	214	096		11A

↑ ⓘ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 6-197 Removal and Replacement of a Defective APU

Engine Component Turn-in Document (Figure 6-199)

Figure 6-199 is an example of a VIDS/MAF documented for the turn-in of a repairable engine component. The work center performing the maintenance action must initiate a new VIDS/MAF for turn in and subsequent RFI/BCM, at the IMA, for the defective repairable component.

A22 - Enter the appropriate WUC from removal document.

A36 - Enter the conditional malfunction description code from the primary VIDS/MAF if applicable, otherwise leave blank (Appendix I).

A48 - Enter the TEC of the engine.

A52 - Enter the PSSN.

A58 - Enter the appropriate when discovered code from the removal document (Appendix R).

A59 - Enter the appropriate type maintenance code from the removal document (Appendix H).

A60 - Enter the PSI if applicable.

A65 - Enter the Safety/EI serial number if applicable.

E08 through E52 - Enter data from the removal document.

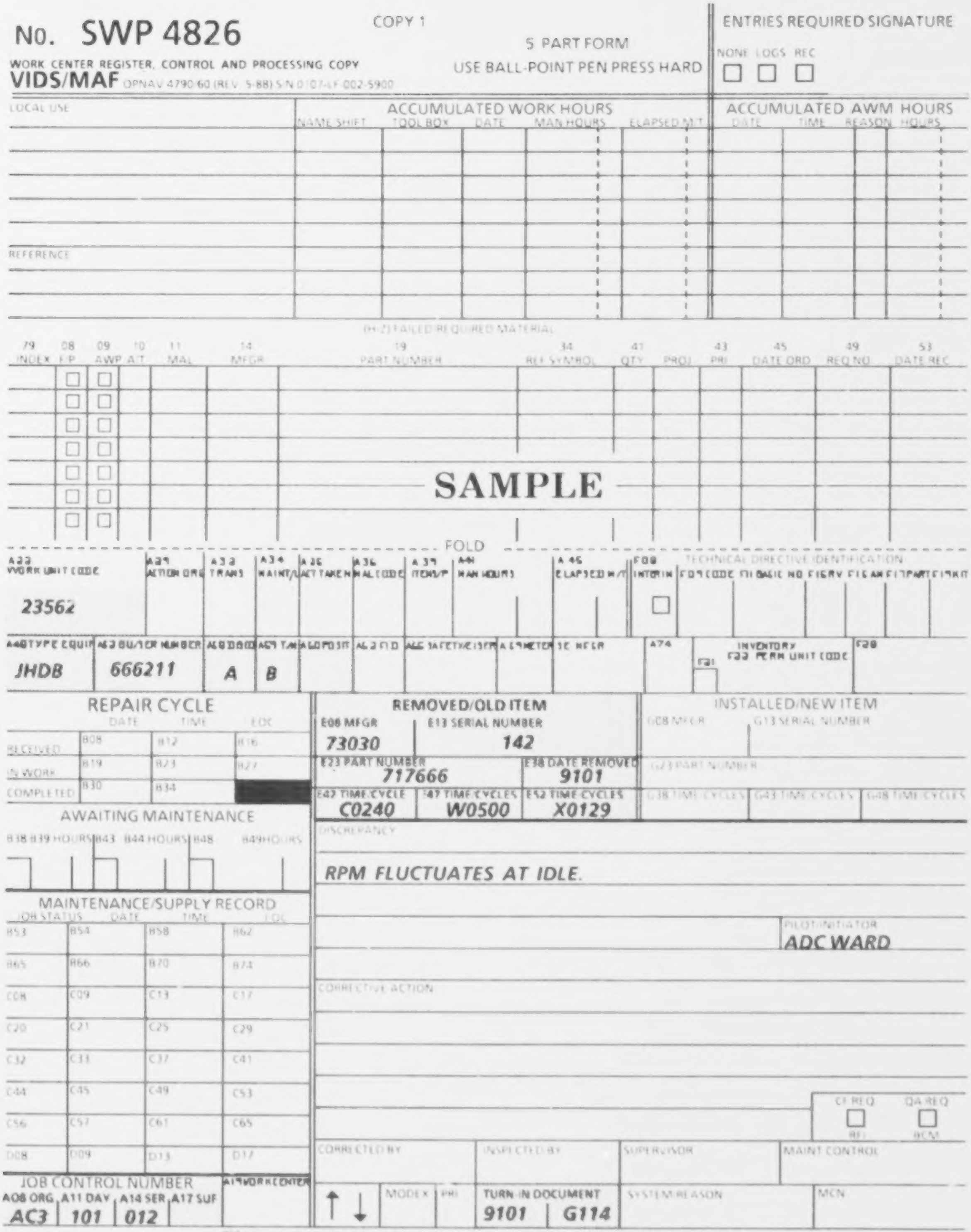
A08 through A14 - Enter the assigned JCN from removal document.

DISCREPANCY - Enter the narrative of the discrepancy as shown on the removal document and initiator.

TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the component was ordered.

NOTE

If an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F18 AM	F17 PART	F19 KIT
23562									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHDB	666211	A	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
73030	142	
E23 PART NUMBER		E38 DATE REMOVED
717666		9101
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
C0240	W0500	X0129

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

RPM FLUCTUATES AT IDLE.

PILOT/INITIATOR ADC WARD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	101	012		

↑ ↓ MODEX | PRI | TURN IN DOCUMENT 9101 G114 | SYSTEM/REASON | MCN

Figure 6-199 Engine Component Turn-In Document

6.6.7.2 Unscheduled Engine Removal for IMA Screening/Repair. The VIDS/MAF is used by the O-level activity to document engine removal/reinstallation in accordance with standard VIDS/MAF documentation procedures except for the entries listed in this paragraph. In the case of modular engines, the PSSN identifies the engine as the end item and the modules will be considered subassemblies. When removing the entire assembly, the TEC and PSSN will be entered in blocks A48 and A52 respectively.

Engine Turn-In Document (Unscheduled) (Figure 6-201)

Figure 6-201 (6.6.7.2) is an example of a VIDS/MAF documented for an engine turn-in. The O-level activity will initiate a new VIDS/MAF to serve as the turn-in document that will accompany the engine to IMA. The following information will be copied from the removal document:

A22 - Enter the appropriate WUC from removal document.

A48 - Enter the TEC of the engine.

A52 - Enter the PSSN.

A58 - Enter the appropriate when discovered code from the removal document (Appendix R).

A59 - Enter the appropriate type maintenance code from the removal document (Appendix H).

A60 - Enter the PSI if applicable.

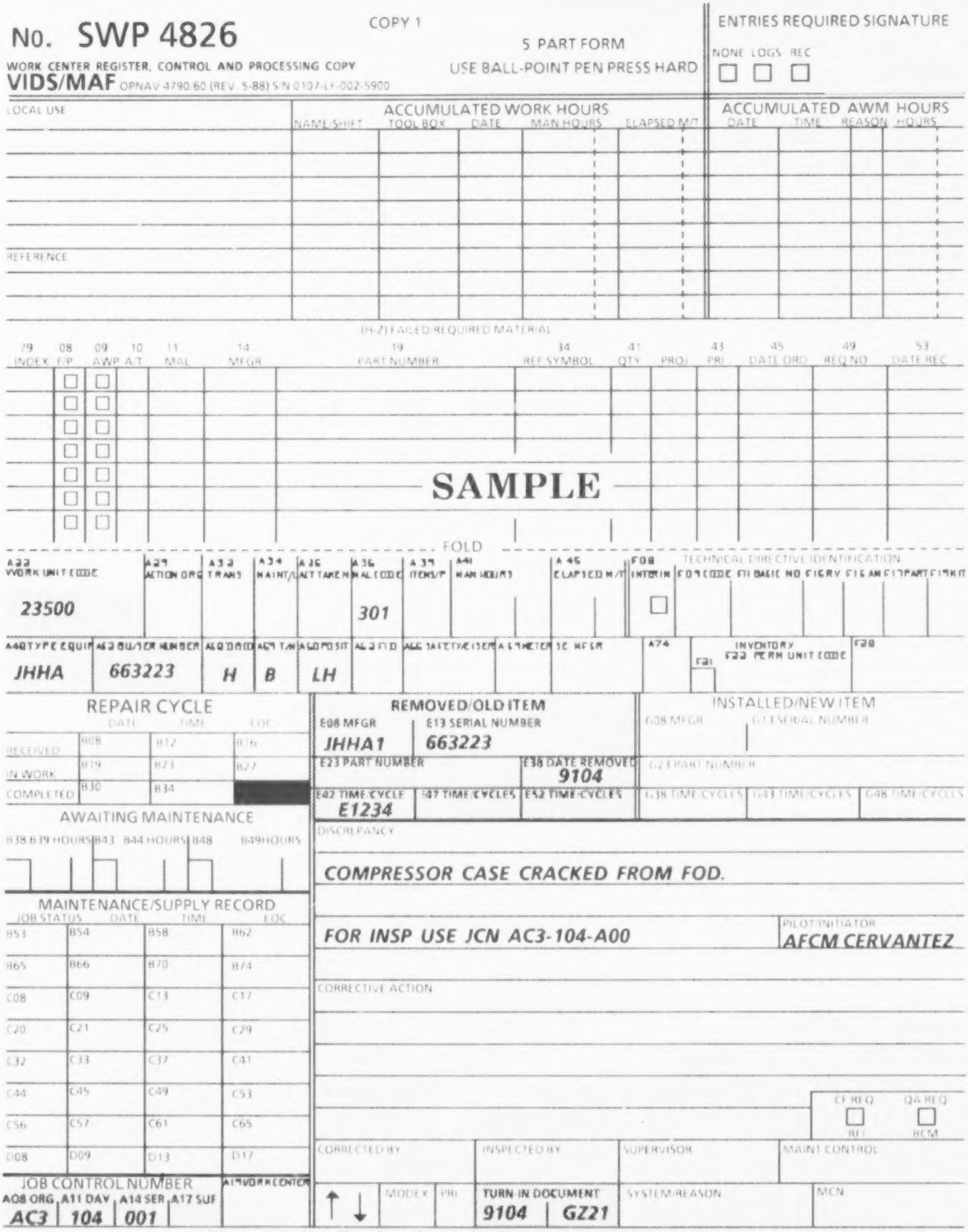
A65 - Enter the safety/EI serial number if applicable.

E08 through E52 - Enter data from the removal document.

A08 through A14 - Enter the assigned JCN from removal document.

DISCREPANCY - Enter the narrative of the discrepancy as shown on the removal document and initiator. The O-level activity will provide an inspection control JCN, for example, AC3-104-A00, to be used by the IMA for the post repair inspection if applicable.

TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the component was ordered.



No. **SWP 4826**

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
23500					301				☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A63 SAFETY/EISER	A67 METER	F09 MFGR	A74	F21	F22 PERM UNIT CODE	F28
JHHA	663223	H	B	LH								

INVENTORY

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
JHHA1	663223

E23 PART NUMBER	E38 DATE REMOVED
	9104

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
E1234		

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPRESSOR CASE CRACKED FROM FOD.

FOR INSP USE JCN AC3-104-A00

PILOT/INITIATOR

AFCM CERVANTEZ

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001		

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

9104 GZ21

SYSTEM/REASON

MCN

Figure 6-201 Engine Turn-In Document (Unscheduled)

6.7 Support Equipment (SE) Maintenance Documentation. This paragraph outlines procedures to document induction of O-level Individual Material Readiness List reported SE into the IMA for unscheduled/scheduled maintenance. These procedures will be used for TD compliance, periodic inspection, and repair.

6.7.1 Support Equipment Technical Directive Compliance. TD compliance is documented using the TD compliance VIDS/MAF. Maintenance control schedules all TD compliance actions and initiates all TD compliance VIDS/MAFs. If TD compliance requires sending the end item to IMA for modification and return, the following procedures will be followed.

SE Technical Directive Compliance Turn-In Document (Figure 6-203)

Figure 6-203 is an example of a turn-in VIDS/MAF documented for an SE TD compliance. The O-level activity originates a TD compliance VIDS/MAF for each end item being sent to the IMA. The TD compliance VIDS/MAF accompanies the item to the IMA for documentation of the TD compliance and for processing. IMA will sign Copy 2, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

A22 - Enter the WUC of the end item.

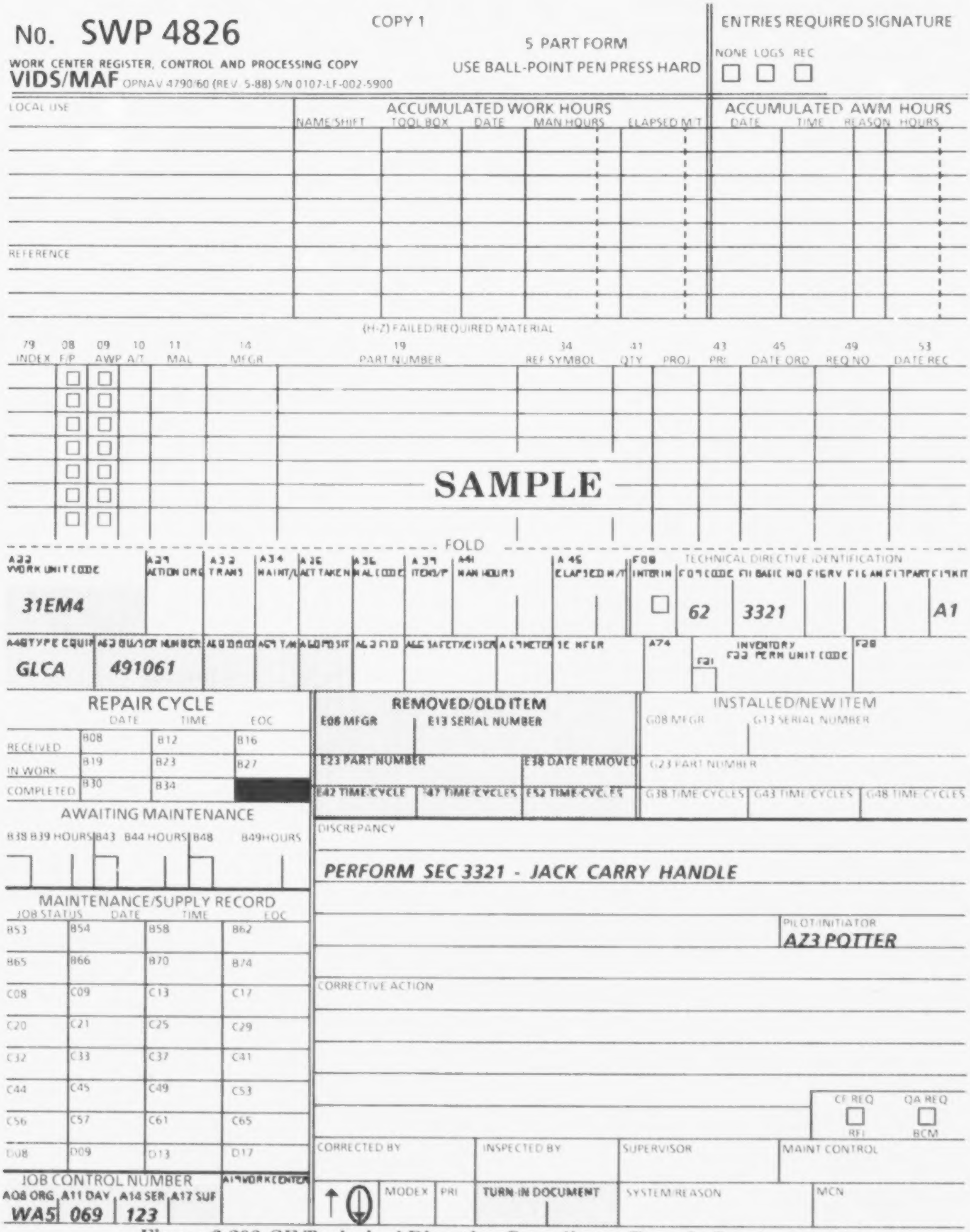
F08 through F19 - Enter TD coded information.

A48 - Enter the TEC for the equipment.

A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative identifying the TD and initiator.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A38 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
31EM4									☐	62	3321				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 [illegible]	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GLCA	491061											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
WA5	069	123		

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

PERFORM SEC 3321 - JACK CARRY HANDLE

PILOT/INITIATOR

AZ3 POTTER

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-203 SE Technical Directive Compliance Turn-In Document

6.7.2 Support Equipment Inspections/Periodic Maintenance. Preoperational inspections are documented on a SAF. All other inspections and periodic maintenance actions are documented on a VIDS/MAF. The O-level activity will originate a VIDS/MAF for each end item forwarded to the IMA. This VIDS/MAF will accompany the item to the IMA for documenting the inspections and for processing. The IMA will sign Copy 2, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

SE Inspection/Periodic Maintenance Turn-In Document (Figure 6-205)

The inspection/periodic maintenance turn-in document will be completed as follows:

A22 - WUC 030 will be used for conditional inspections. WUC 049 applies to preservation/depreservation. All other inspections with an established frequency/interval will be documented using WUC 030000 and a seventh position assigned in accordance with Appendix M.

A48 - Enter the TEC for the equipment.

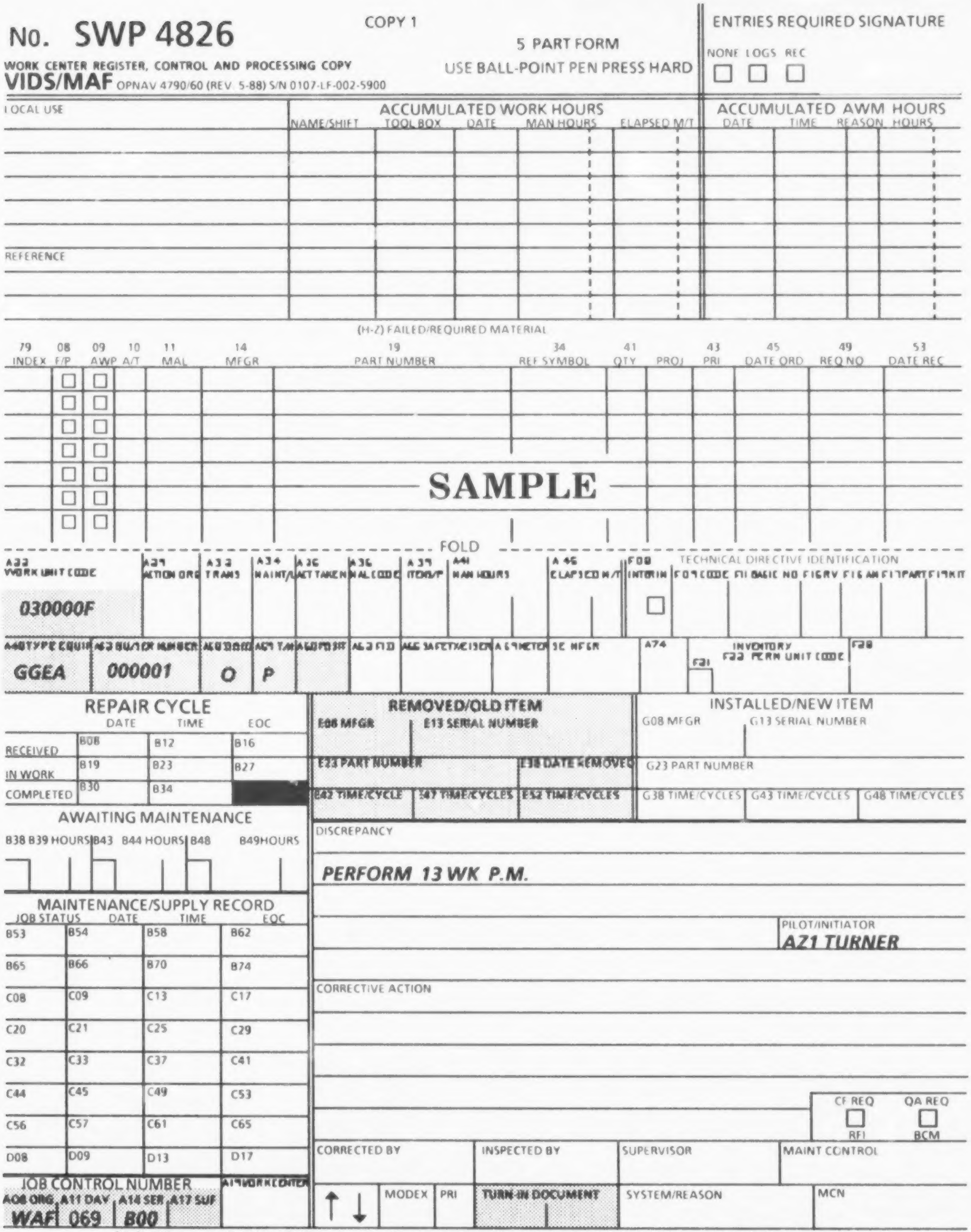
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organizational code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.

A58 - When discovered code; must be O.

A59 - Enter the type maintenance code for the inspection being performed (Appendix H).

A08 through A14 - JCN is constructed as per paragraph 2.1.6.7.

DISCREPANCY - Enter narrative describing inspection to be performed and initiator.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
030000F									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A53	A57 T/M	A	A62 FID	A65 SAFETY/EI/SER	A 67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GGEA	000001	O	P									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PERFORM 13 WK P.M.

PILOT/INITIATOR
AZ1 TURNER

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG.	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
WAF	069	B00		

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

{R} Figure 6-205 SE Inspection/Periodic Maintenance Turn-In Document

6.7.3 Support Equipment End Item Repair. An end item is a combination of assemblies, subassemblies, and parts used in association with each other to perform an operational function. All repair actions are documented on a VIDS/MAF. The O-level activity originates a VIDS/MAF for each end item being sent to the IMA. This VIDS/MAF accompanies the item to the AIMD for documentation of the repair action. The AIMD will sign Copy 2 indicating receipt of the item and return it to the O-level activity as an IOU receipt.

SE End Item Repair Turn-In Document (Figure 6-207)

The repair turn-in document will be completed as follows:

A22 - Enter the WUC of the equipment.

A48 - Enter the TEC for the end item.

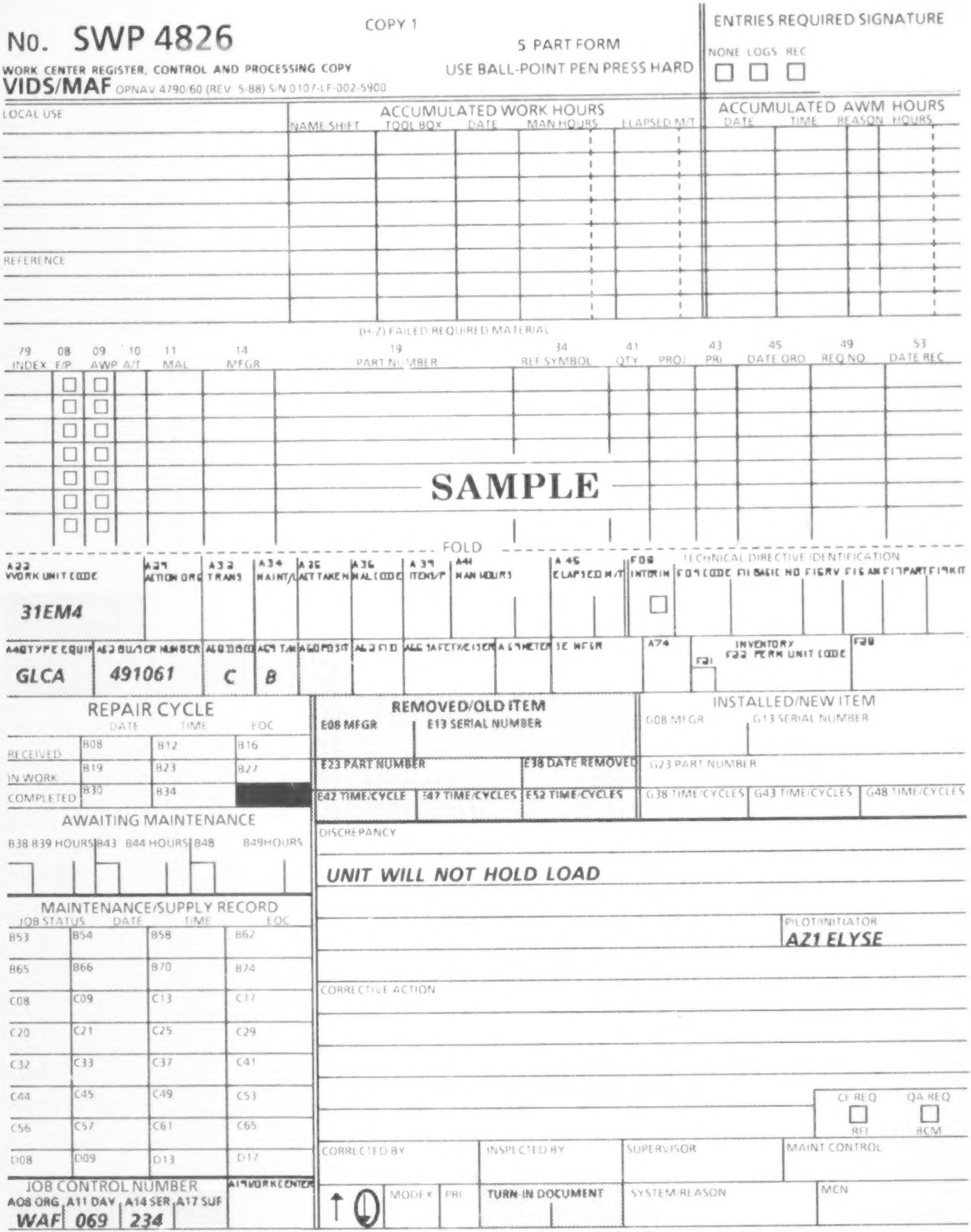
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organizational code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.

A58 - Enter applicable when discovered code (Appendix R).

A59 - Enter applicable type maintenance code (Appendix H).

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter narrative identifying the repair required and initiator.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
31EM4									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 TIME CODE	A61 T/M	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
GLCA	491061	C	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

UNIT WILL NOT HOLD LOAD

PILOT/INITIATOR

AZ1 ELYSE

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF
WAF	069	234	

A19 WORK CENTER

↑ ①

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 6-207 SE End Item Repair Turn-In Document

CHAPTER 7

Organizational Level Naval Aviation Logistics Command Management Information System

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CHAPTER 7

Organizational Level Naval Aviation Logistics Command Management Information System

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CHAPTER 8

Intermediate Level Maintenance Data System Functions and Responsibilities

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CHAPTER 8

Intermediate Level Maintenance Data System Functions and Responsibilities

8.1 Production Control

8.1.1 Assigning Job Control Number (JCN). The JCN is a 9, 10, or 11 character number that serves as a base for Maintenance Data Reporting (MDR) and maintenance control procedures. The JCN allows for separate identification of each maintenance action, and provides a link with maintenance actions performed by the intermediate maintenance activity (IMA) in support of an organization. The JCN is composed of four parts:

a. Organization Code. This is a three-character alphanumeric code that identifies an organization. It is used in the JCN to identify the organization that originally assigns a JCN to a maintenance action. In the case of transient aircraft maintenance, the JCN will contain the organization code of the aircraft reporting custodian. When an activity is assigned more than one organization code, for example, separate codes assigned to operations department and intermediate maintenance department (AIMD), the organization code of the department directly responsible for organizational (O-) level maintenance will be used in the JCN on all source documents for aircraft and equipment assigned to the activity. The general format structure of organization codes is in Appendix K.

b. Day. This is a three-character numeric code specifying the day of the year. The JCN day differs from the Julian date because the first position, identifying the year, is omitted. This is the date the JCN was assigned to a maintenance action and does not necessarily reflect the date on which the work was actually started.

c. Serial Number. The serial number is either a three character number that runs sequentially from 001 to 999, or a three character alpha/numeric number. This number is normally assigned in sequence as new jobs are initiated, for example, 001, 002, 003.... When 999 has been assigned, the next number in sequence will be 001. Alpha/numeric serial numbers are used only when documenting inspections other than preflight, postflight, turnaround, daily, special, conditional, corrosion, and acceptance/transfers. Alpha/numeric JCN structure will be as follows (exclusive of I and O):

LOOK	FIX
A00	A01 thru A99
thru	
Z00	Z01 thru Z99
to	
AA0	AA1 thru AA9 thru AAA thru AAZ
thru	
ZZ0	ZZ1 thru ZZ9 thru ZZA thru ZZZ

d. Suffix. The JCN suffix is a structured alphabetic or alphanumeric code added to the basic JCN to identify a subassembly or sub-subassembly repair action performed independently of the major component repair. The suffix is used for intermediate (I-) level maintenance only. Figures 8-3 and 8-4 contain a complete structure breakdown of a suffix within a suffix. Listed below is a breakdown of the double suffix logic:

First Position	Second Position	Position Identification
Alpha.	Blank	A repairable subassembly which has repairable sub-subassemblies.
Alpha.	Alpha.	A repairable sub-subassembly removed from a repairable subassembly.
Numeric	Alpha.	A repairable subassembly with no repairable sub-subassemblies.

e. The Naval Aviation Logistics Command Information System (NALCOMIS) Program provides for automatic assignment of JCNs. Refer to the NALCOMIS User's Manual for specific details and procedures for JCN documentation.

8.1.2 VIDS

8.1.2.1 VIDS Board, (Figure 8-5a) (Figure 8-5b for Power Plants Work Center). Effective control of maintenance is dependent on the availability of easily identifiable status of all maintenance resources. The most efficient method of quick reference to most of those resources is by use of the VIDS board. The VIDS board is a management tool that provides a visual display of essential information, for example, component repair status (in work, awaiting maintenance (AWM), and awaiting parts (AWP)), on a continuing basis on all the components within the production area. The ability to review the overall situation and determine what resources are available lets the maintenance/production control officer, maintenance control officer, or supervisor carry out duties more effectively and efficiently. Sufficient quantities of VIDS boards shall be maintained to allow for effective display and management of the assigned workload. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures related to the VIDS.

8.1.2.2 Minimum Display Requirements. Actual display techniques may vary to meet local requirements; however, the following items are considered essential to the production control effort and shall be displayed. (See Volume III for work center 670.)

8.1.2.2.1 In column 1 (W/C & EQUIP.), list the work centers and the equipment repaired by each work center by Part/Number (P/N) or Work Unit Code (WUC).

8.1.2.2.2 In column 2 (SE), use an orange signal tab to indicate test benches or equipment inoperable; or a yellow tab to indicate partial capability.

8.1.2.2.3 In column 3 (QTY), enter the quantity of a particular P/N or WUC capable of being worked on at any one time.

8.1.2.2.4 In column 4 (LRCA LIMITS HI/LOW), enter the maximum allowable local repair cycle assets (LRCAs) due to fixed allowances under the "HI" column and the low LRCA level under the "LOW" column.

8.1.2.2.5 In column 5 (PRI), display the workload priority by using colored tabs. Tabs may also be placed over each individual VIDS/MAF. The use of different colored signal tabs are as follows:

a. Green - LRCA is pool critical.

b. Blue - LRCA is pool zero.

c. Red-Expeditious Repair (EXREP).

8.1.2.2.6 In column 6 (AWM), display those items that are AWM.

8.1.2.2.7 In column 7 (IN WORK), display those items that are being repaired.

8.1.2.2.8 In column 8 (AWP), display those items that are awaiting parts.

8.1.2.2.9 Column 9 (COMPLETED). This column is optional but may be used to temporarily store VIDS/MAF Copy 3 from the time a work center reports an item ready for issue (RFI) or beyond capability of maintenance (BCM) until VIDS/MAF Copy 1 is returned to production control. VIDS/MAF Copy 3 then may be removed and stored in another location, after verifying it with VIDS/MAF Copy 1, until VIDS/MAF Copy 1 returns from data services.

8.1.2.3 Engine VIDS board, (Figure 8-5b). This board provides the current in-work, AWM, AWP, and awaiting induction status of each engine in each work center, except for engine component repair. This board will also be used to display scheduled and unscheduled maintenance, including discrepancies, parts on order, and workload.

8.1.2.4 VIDS Board Verification. The production control supervisor shall establish a schedule to ensure that all work center VIDS boards are verified with the production control VIDS board and discrepancies resolved at least daily. AWP VIDS boards shall be validated at least weekly.

8.1.3 VIDS/MAF Flow

NOTE

> Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures related to VIDS/MAF flow.

8.1.3.1 Off-Equipment Work

8.1.3.1.1 The following describes the sequence of events that occur from the time a component leaves the aeronautical material screening unit (AMSU) until it is made RFI or declared BCM (Figure 8-7).

SUFFIX LOGIC TABLE

DOES THE REPAIRABLE SUBASSEMBLY HAVE REPAIRABLE SUB-SUBASSEMBLIES?

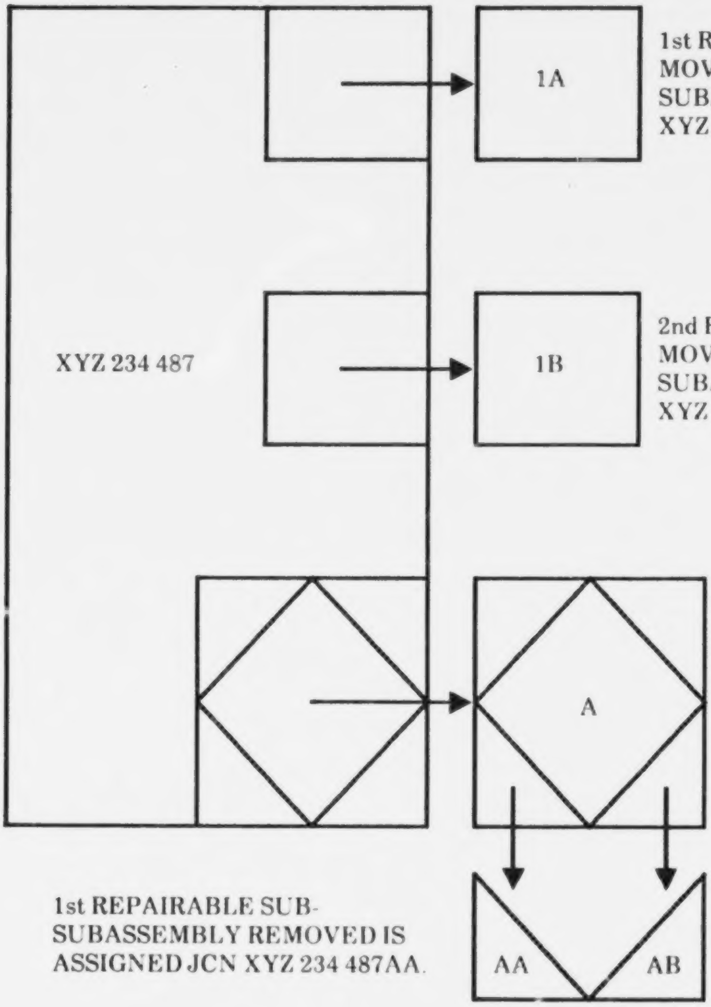
IF NO, ASSIGN:	IF YES, ASSIGN:	SUFFIX ASSIGNED TO SUB-SUBASSEMBLIES
1A	A →	AA, AB, AC, ... AZ (24 total)
1B	B →	BA, BB, BC, ... BZ (24 total)
1C	C →	CA, CB, CC, ... CZ (24 total)
.	.	
2A	.	
2B	.	
.	.	
9A	.	
.	.	
9Z	Z	
(216 total)	(24 total) →	(576 total)

NOTE: Alphabetic I and O are not used.
Numeric 1 is used but 0 is not.

Figure 8-3 JCN Suffix Logic Table

EXAMPLE OF JCN SUFFIX SELECTION

REPAIRABLE COMPONENT REMOVED AND REPAIRED ON JCN XYZ 234 487.



1st REPAIRABLE SUBASSEMBLY REMOVED HAS NO REPAIRABLE SUB-SUBASSEMBLIES. JCN ASSIGNED: XYZ 234 487 1A.

2nd REPAIRABLE SUBASSEMBLY REMOVED HAS NO REPAIRABLE SUB-SUBASSEMBLIES. JCN ASSIGNED: XYZ 234 487 1B.

3rd REPAIRABLE SUBASSEMBLY REMOVED HAS REPAIRABLE SUB-SUBASSEMBLIES. JCN ASSIGNED: XYZ 234 487A.

1st REPAIRABLE SUB-SUBASSEMBLY REMOVED IS ASSIGNED JCN XYZ 234 487AA.

2nd REPAIRABLE SUB-SUBASSEMBLY REMOVED IS ASSIGNED JCN XYZ 234 487AB.

THE NEXT REPAIRABLE SUBASSEMBLY REMOVED HAVING NO REPAIRABLE SUB-SUBASSEMBLIES WOULD BE ASSIGNED JCN XYZ 234 487 1C.

THE NEXT REPAIRABLE SUBASSEMBLY REMOVED HAVING REPAIRABLE SUB-SUBASSEMBLIES WOULD BE ASSIGNED JCN XYZ 234 487 B.

Figure 8-4 Example of JCN Suffix Selection

(1) W/C & EQUIP	(2) SE	(3) QTY	(4) LRCA LIMITS		(5) PRI	(6) AWM	(7) IN WORK	(8) AWP	(9) COMPLETED
			HI	LOW					
610									
6217100									
62172									
6528100									
620									
7343100									
7351100									
640									
76240									
76290									
76310									

Figure 8-5a VIDS Board Layout

		WORK CENTER		
ENG. T/M/S SER. NO.	IN WORK	AWM	AWP	AWI

Figure 8-5b Engine VIDS Board

a. When VIDS/MAF Copy 3 is delivered to production control by AMSU, the following blocks are already filled in by the originating activity and screened by AMSU: A08, A11, A14, A22, A48, A52, A58, A59, A60 (if applicable), B08, E08, E13, E23, E38, E42, E47 and E52 (if applicable), DISCREPANCY, PILOT/INITIATOR, and TURN-IN document.

b. Production control fills in block A19 and puts VIDS/MAF Copy 3 on the VIDS board in the AWM column under the work center by P/N or WUC.

c. When notified by production control, AMSU routes the component with VIDS/MAF Copies 1, 4, and 5 to the work center.

d. When told by production control, the work center puts the component in work. Production control annotates block B19 with the Julian date and moves VIDS/MAF Copy 3 to the in-work column of the VIDS board.

e. If the work center determines that repair parts are required, they notify production control. Production control assigns the project code and supply priority, annotates VIDS/MAF Copy 3 with an S in block B53 indicating the component is entering a supply status; and the Julian date in block B54, indicating the date that supply transmitted the requisition document. After entering the appropriate information in the H through Z blocks, VIDS/MAF Copy 3 is moved to the AWP column of the VIDS board.

f. After notification that repair parts are not available locally, or when status is not received after 24 hours, the work center routes the component with VIDS/MAF Copies 1 and 4 to the AWP unit. VIDS/MAF Copy 5 remains on the work center VIDS board in the AWP column.

g. When notified by the AWP unit that all parts have been received, production control enters an M in block B65 indicating the component is back in a maintenance status, the Julian date in block B66, and moves VIDS/MAF Copy 3 to the AWM or IN WORK column of the VIDS board, whichever applies at the time.

NOTE

This procedure, steps (e) through (g), may be repeated many times before the component leaves the IMA.

h. When the work center completes all maintenance actions, they notify production control of the status, that is, RFI or BCM. Production control enters the completed Julian date in block B30 and moves VIDS/MAF Copy 3 to a temporary file, such as the completed column of the VIDS board.

i. AMSU, or equivalent, picks up the component from the work center, delivers the completed VIDS/MAF Copy 1 to production control, returns the RFI or BCM component, with appropriate logs and records, for example, Aeronautical Equipment Service Record or Scheduled Removal Component Card, to the Supply Support Center (SSC), along with VIDS/MAF Copy 4.

j. Production control verifies VIDS/MAF Copy 3 with the completed Copy 1 and records any information deemed necessary on the Copy 3, for example, action taken code, malfunction code.

k. Production control forwards VIDS/MAF Copy 1 to quality assurance/analysis (QA/A) for submission to the data services facility (DSF), and puts Copy 3 in a temporary file other than the completed column of the VIDS board.

l. Upon the return of VIDS/MAF Copy 1 from QA/A, production control files it in the historical files and destroys VIDS/MAF Copy 3. If a Ships Action Form (OPNAV 4790/2K) is attached to the VIDS/MAF, annotate the completion date of the VIDS/MAF in the OPNAV 4790/2K discrepancy block, remove, and file in the historical file. Figure 8-7 depicts off-equipment VIDS/MAF flow throughout the maintenance cycle.

m. {A} Figure 8-8A shows VIDS/MAF document flow for activities using Enhanced Comprehensive Asset Management System (ECAMS).

8.1.3.1.2 The following is a sequence of events when one work center requires assistance from another work center. The VIDS/MAF flow is as follows, for the control of work in the assisting work center:

a. The primary work center generates a VIDS/MAF using When Discovered Code V and processes it through production control, along with the part requiring repair.

b. Production control assigns the work priority and attaches the assist VIDS/MAF Copy 2 to the

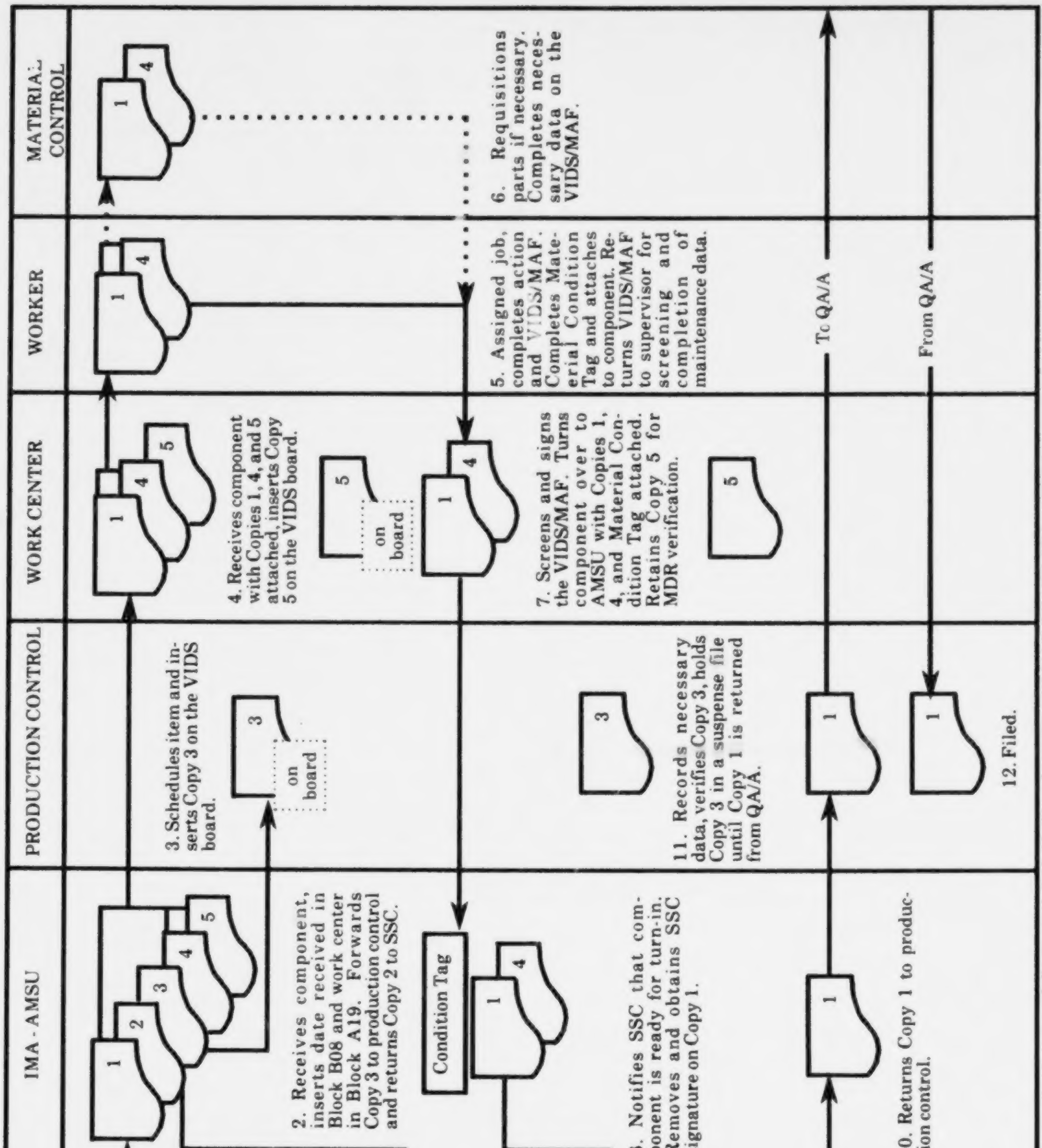

SSC
IMA - AMSU
PRODUCTION CONTROL
WORK CENTER
WORKER
MATERIAL CONTROL
1
2
3
4
5
1. Receives component for delivery to AIMD, forwards component with Copies 1, 2, 3, 4, and 5 attached to the IMA AMSU.
2. Receives component, inserts date received in Block B08 and work center in Block A19. Forwards Copy 3 to production control and returns Copy 2 to SSC.
Upon receipt of Copy 2, file.
3. Schedules item and inserts Copy 3 on the VIDS board.
on board
4. Receives component with Copies 1, 4, and 5 attached, inserts Copy 5 on the VIDS board.
5. Assigned job, completes action and VIDS/MAF. Completes Material Condition Tag and attaches to component. Returns VIDS/MAF to supervisor for screening and completion of maintenance data.
6. Requisitions parts if necessary. Completes necessary data on the VIDS/MAF.
7. Screens and signs the VIDS/MAF. Turns component over to AMSU with Copies 1, 4, and Material Condition Tag attached. Retains Copy 5 for MDR verification.
Condition Tag
8. Notifies SSC that component is ready for turn-in. Removes and obtains SSC signature on Copy 1.
9. Receives component with Copy 4 and Material Condition Tag attached. Signs Copy 1.
10. Returns Copy 1 to production control.
11. Records necessary data, verifies Copy 3, holds Copy 3 in a suspense file until Copy 1 is returned from QA/A.
To QA/A
From QA/A
12. Filed.

Figure 8-7 Off-Equipment VIDS/MAF Flow

basic VIDS/MAF Copy 3 for which assistance was requested. Assist VIDS/MAF Copy 3 is placed on the production control VIDS board, under the assisting work center.

c. Assist VIDS/MAF Copies 1, 4, and 5 are routed with the part and all required material to the assisting work center for processing. When the process has been completed by the assisting work center, assist VIDS/MAF Copies 1 and 4 are forwarded with the part to production control, and Copy 5 is retained for Maintenance Data System (MDS) validation by the work center.

d. Production control clears applicable VIDS boards of assist VIDS/MAF Copies 2 and 3 and forwards Copy 1 to QA/A. VIDS/MAF Copy 3 is held in a suspense file until Copy 1 is returned from the DSF. VIDS/MAF Copy 2 is destroyed and Copy 4 is sent with the part back to the work center that requested the assistance.

8.1.3.2 On-Equipment Work

8.1.3.2.1 Items inducted from O-level (Figure 8-9)

a. Production control receives the equipment and a VIDS/MAF from the activity owning the end item. The originating activity will complete blocks A22, A48, A52, A58, A59, JCN, DISCREPANCY, and PILOT/INITIATOR. Production control ensures the originating activity has made all necessary entries, resolves any discrepancies, and then fills in blocks A19 and B08.

b. Production control puts VIDS/MAF Copy 3 on the VIDS board in the AWM or IN WORK Column, and sends Copies 1, 4, and 5 to the appropriate work center. Production Control signs Copy 2 and returns it to the originating activity as a receipt copy.

c. When corrective action has been completed, production control verifies Copy 1 and updates Copies 3 and 4, sends Copy 1 to QA/A for processing, and retains Copy 3 as a suspense copy. QA/A will send Copy 1 to production control after processing. Production control will destroy Copy 3 and file Copy 1. Copy 4 is returned with the item to the originating activity.

NOTE

Custody/history records received with O-level SE shall be maintained/updated by production control while the item is in a repair status.

8.1.3.2.2 Maintenance actions originated by the IMA (Figure 8-10)

8.1.3.2.2.1 IMAs will initiate VIDS/MAFs for scheduled and unscheduled maintenance of I-level IMRL reported SE, for example, test benches, vans, and SE in the 900 division. The VIDS/ MAF initiator or production control initiates a VIDS/ MAF for each discrepancy, annotating the following blocks:

a. DISCREPANCY.

b. PILOT/INITIATOR. The name and rank/ rate of the originator of the discrepancy is printed in this block.

c. B08, RECEIVED-DATE.

d. A52, BU/SER NUMBER.

e. UP or DOWN ARROW, (circle as applicable to indicate item status).

f. A58, DISCD.

NOTE

Production control will perform the above functions for When Discovered Code O documents.

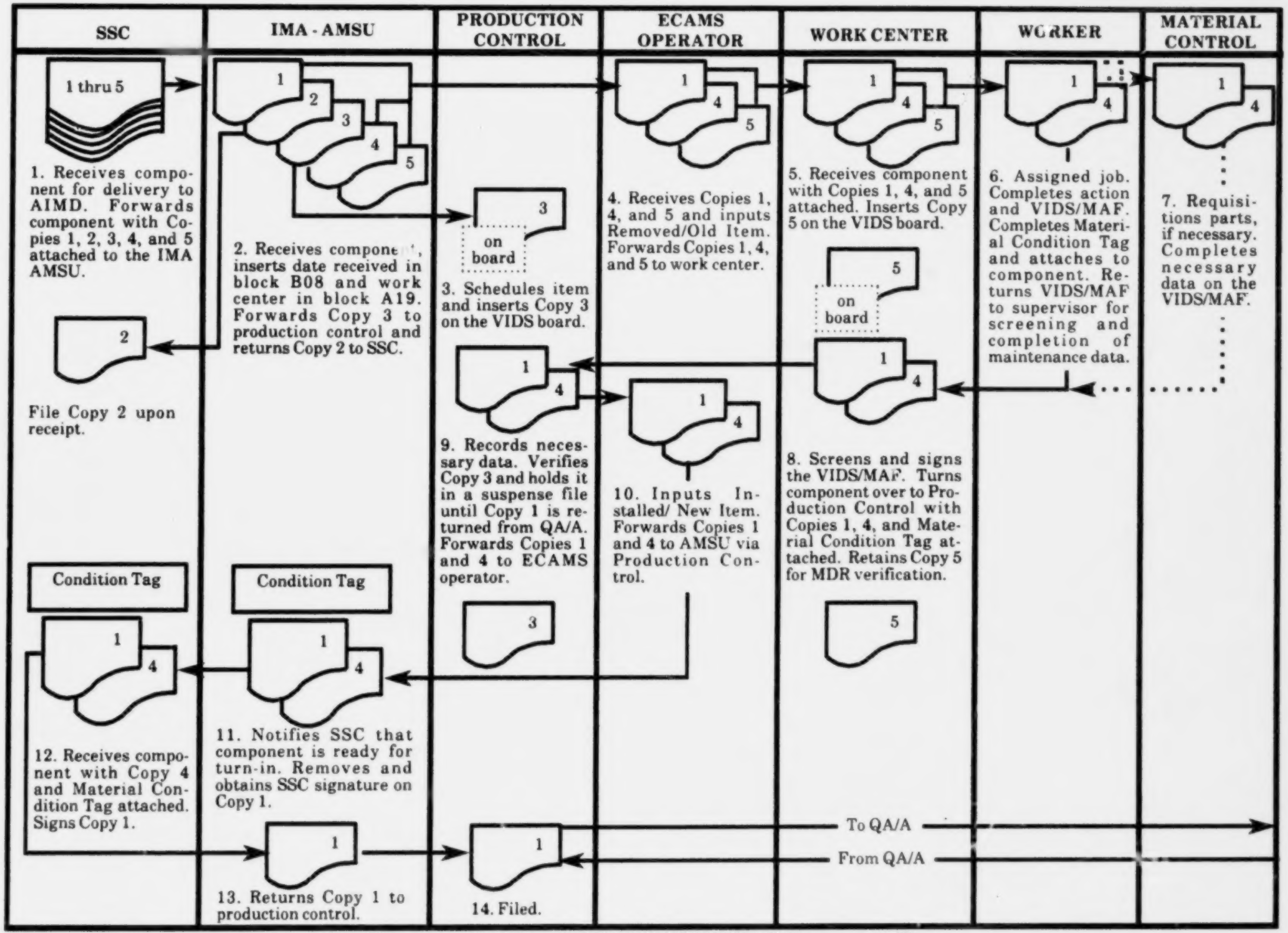
8.1.3.2.2.2 Production control reviews each VIDS/ MAF with the initiator to ensure that the six blocks in the above paragraph have been filled in. The following blocks are then filled in by production control:

a. A48, TYPE EQUIP.

b. A59, T/M.

c. JOB CONTROL NUMBER blocks.

d. A19, WORK CENTER.



1. Receives component for delivery to AIMD. Forwards component with Copies 1, 2, 3, 4, and 5 attached to the IMA AMSU.

File Copy 2 upon receipt.

2. Receives component, inserts date received in block B08 and work center in block A19. Forwards Copy 3 to production control and returns Copy 2 to SSC.

3. Schedules item and inserts Copy 3 on the VIDS board.

4. Receives Copies 1, 4, and 5 and inputs Removed/Old Item. Forwards Copies 1, 4, and 5 to work center.

5. Receives component with Copies 1, 4, and 5 attached. Inserts Copy 5 on the VIDS board.

6. Assigned job. Completes action and VIDS/MAF. Completes Material Condition Tag and attaches to component. Returns VIDS/MAF to supervisor for screening and completion of maintenance data.

7. Requisitions parts, if necessary. Completes necessary data on the VIDS/MAF.

8. Screens and signs the VIDS/MAF. Turns component over to Production Control with Copies 1, 4, and Material Condition Tag attached. Retains Copy 5 for MDR verification.

9. Records necessary data. Verifies Copy 3 and holds it in a suspense file until Copy 1 is returned from QA/A. Forwards Copies 1 and 4 to ECAMS operator.

10. Inputs Installed/ New Item. Forwards Copies 1 and 4 to AMSU via Production Control.

11. Notifies SSC that component is ready for turn-in. Removes and obtains SSC signature on Copy 1.

12. Receives component with Copy 4 and Material Condition Tag attached. Signs Copy 1.

13. Returns Copy 1 to production control.

14. Filed.

{A} Figure 8-8A I-Level ECAMS VIDS/MAF Document Flow

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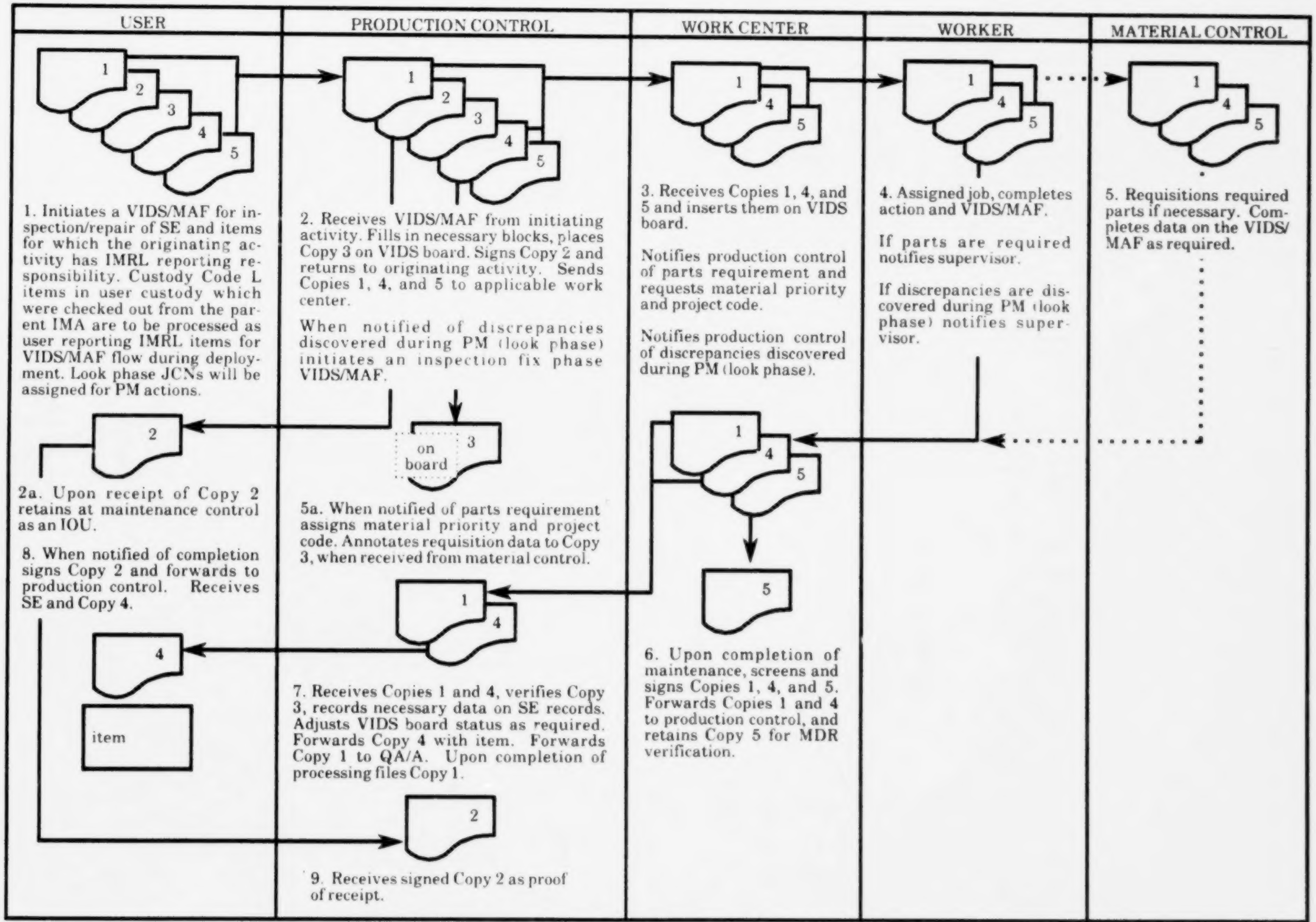


1. Initiates a VIDS/MAF for inspection/repair of SE and items for which the originating activity has IMRL reporting responsibility. Custody Code L items in user custody which were checked out from the parent IMA are to be processed as user reporting IMRL items for VIDS/MAF flow during deployment. Look phase JCNs will be assigned for PM actions.

2. Receives VIDS/MAF from initiating activity. Fills in necessary blocks, places Copy 3 on VIDS board. Signs Copy 2 and returns to originating activity. Sends Copies 1, 4, and 5 to applicable work center.

When notified of discrepancies discovered during PM (look phase) initiates an inspection fix phase VIDS/MAF.

3. Receives Copies 1, 4, and 5 and inserts them on VIDS board.

Notifies production control of parts requirement and requests material priority and project code.

Notifies production control of discrepancies discovered during PM (look phase).

4. Assigned job, completes action and VIDS/MAF.

If parts are required notifies supervisor.

If discrepancies are discovered during PM (look phase) notifies supervisor.

5. Requisitions required parts if necessary. Completes data on the VIDS/MAF as required.

2a. Upon receipt of Copy 2 retains at maintenance control as an IOU.

5a. When notified of parts requirement assigns material priority and project code. Annotates requisition data to Copy 3, when received from material control.

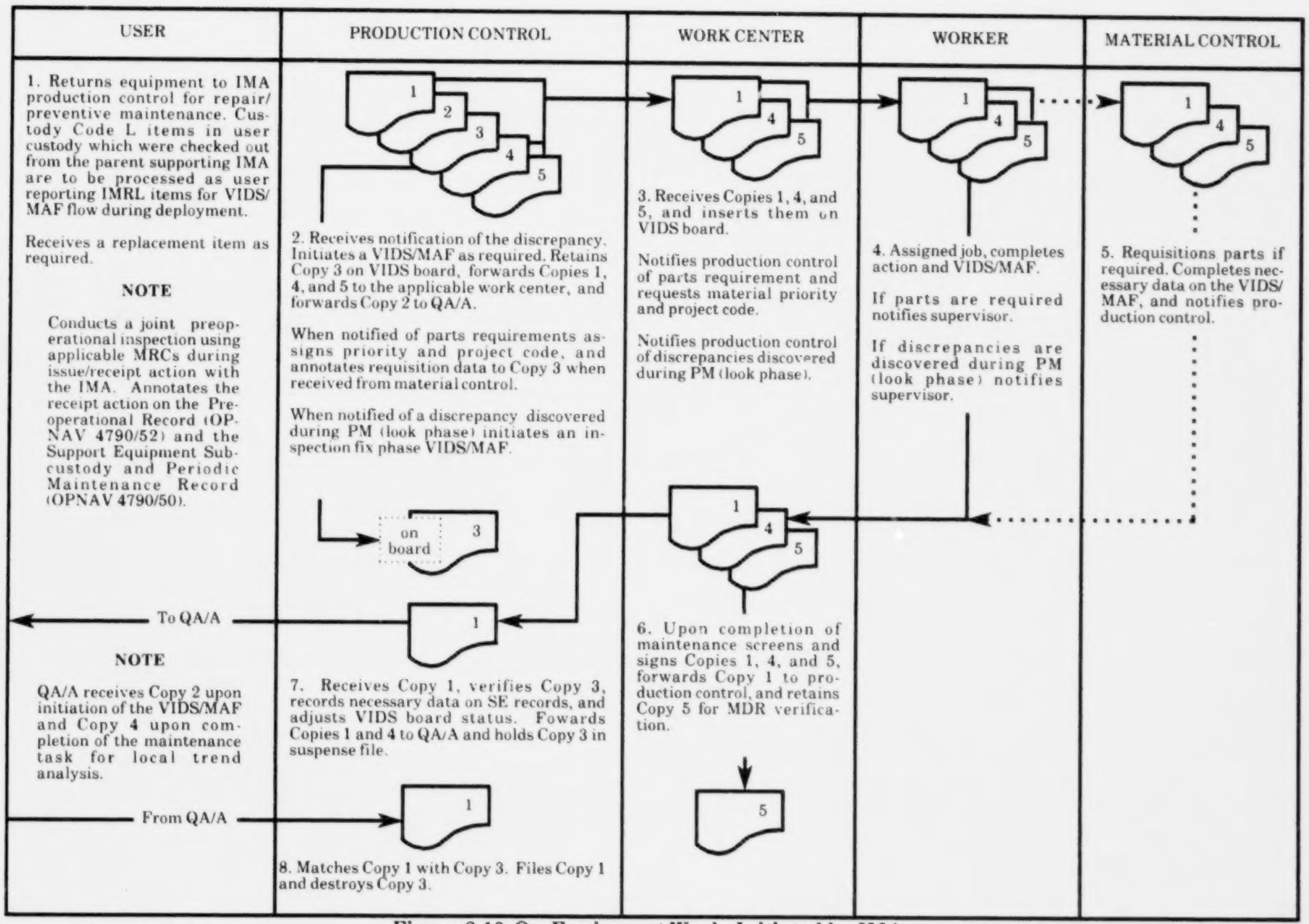
8. When notified of completion signs Copy 2 and forwards to production control. Receives SE and Copy 4.

6. Upon completion of maintenance, screens and signs Copies 1, 4, and 5. Forwards Copies 1 and 4 to production control, and retains Copy 5 for MDR verification.

7. Receives Copies 1 and 4, verifies Copy 3, records necessary data on SE records. Adjusts VIDS board status as required. Forwards Copy 4 with item. Forwards Copy 1 to QA/A. Upon completion of processing files Copy 1.

9. Receives signed Copy 2 as proof of receipt.

Figure 8-9 On-Equipment Work, Initiated by O-level



USER

1. Returns equipment to IMA production control for repair/preventive maintenance. Custody Code L items in user custody which were checked out from the parent supporting IMA are to be processed as user reporting IMRL items for VIDS/MAF flow during deployment.

Receives a replacement item as required.

NOTE

Conducts a joint preoperational inspection using applicable MRCs during issue/receipt action with the IMA. Annotates the receipt action on the Preoperational Record (OPNAV 4790/52) and the Support Equipment Subcustody and Periodic Maintenance Record (OPNAV 4790/50).

NOTE

QA/A receives Copy 2 upon initiation of the VIDS/MAF and Copy 4 upon completion of the maintenance task for local trend analysis.

PRODUCTION CONTROL

2. Receives notification of the discrepancy. Initiates a VIDS/MAF as required. Retains Copy 3 on VIDS board, forwards Copies 1, 4, and 5 to the applicable work center, and forwards Copy 2 to QA/A.

When notified of parts requirements assigns priority and project code, and annotates requisition data to Copy 3 when received from material control.

When notified of a discrepancy discovered during PM (look phase) initiates an inspection fix phase VIDS/MAF.

7. Receives Copy 1, verifies Copy 3, records necessary data on SE records, and adjusts VIDS board status. Fowards Copies 1 and 4 to QA/A and holds Copy 3 in suspense file.

8. Matches Copy 1 with Copy 3. Files Copy 1 and destroys Copy 3.

WORK CENTER

3. Receives Copies 1, 4, and 5, and inserts them on VIDS board.

Notifies production control of parts requirement and requests material priority and project code.

Notifies production control of discrepancies discovered during PM (look phase).

6. Upon completion of maintenance screens and signs Copies 1, 4, and 5, forwards Copy 1 to production control, and retains Copy 5 for MDR verification.

WORKER

4. Assigned job, completes action and VIDS/MAF.

If parts are required notifies supervisor.

If discrepancies are discovered during PM (look phase) notifies supervisor.

MATERIAL CONTROL

5. Requisitions parts if required. Completes necessary data on the VIDS/MAF, and notifies production control.

Figure 8-10 On-Equipment Work, Initiated by IMA

e. QA REQ (applicable only when a quality assurance representative is required).

8.1.3.2.2.3 Production control completes and reviews the required entries as stated in the above paragraphs, places Copy 3 on the VIDS board in the AWM or IN-WORK Column, sends Copies 1, 4, and 5 to the appropriate work center, and sends Copy 2 to QA/A for local trend analysis.

8.1.3.2.2.4 The work center documents as necessary any information pertaining to that maintenance action on all three copies. Upon the completion of the maintenance action the work center keeps Copy 5 for data verification and forwards Copies 1 and 4 to production control.

8.1.3.2.2.5 Production control upon receipt of Copies 1 and 4 updates Copy 3, places Copy 3 in a suspense file, and forwards Copies 1 and 4 to QA/A. QA/A reviews Copy 1, sends it to ADP, and uses Copy 4 for local trend analysis.

8.1.3.2.2.6 QA/A sends Copy 1 to production control after data processing. Production control destroys Copy 3 and files Copy 1.

8.1.3.2.3 VIDS/MAF flow within the weapons department for on-equipment maintenance of armament weapons support equipment end items will be the same as the procedures discussed above, even though several of the maintenance functions, which are organized as separate entities in AIMD, may be combined organizationally into one in the weapons department. For example, maintenance control, the work center, and material control could exist as a single point in the weapons department, and the standard VIDS/MAF flow procedure would still be used just as though these three entities had been geographically, rather than organizationally, collocated.

8.1.3.3 VIDS/MAF Filing Requirements.

8.1.3.3.1 A completed VIDS/MAF Copy 1 shall be retained by production control as a historical file for a minimum of six months from completion date (block B30). This file will be arranged in JCN date (block A11) and serial number (block A14) sequence, and grouped by month of completion. Individual units have the option of establishing local files by work center as long as the above filing order is maintained. The temporary file (VIDS/MAF Copy 3) and historical file (VIDS/MAF Copy 1) may also contain those VIDS/MAFs with a close out action taken code of L or N. VIDS/MAFs that are Subsystem Capability and Impact Reporting related with an Action Taken N will be retained for a minimum of six months from the completion date.

8.1.3.3.2 Completed engine VIDS/MAFs will be filed in the engine historical file. This file will be maintained by engine type in engine serial number sequence. This file will be maintained for six months from the completion date (block B-30) on the engine induction VIDS/MAF. The file will consist of the completed VIDS/MAF Copy 1s for repairs/inspections of the engine, engine test cell performance sheets, and all the completed local forms generated during pre-induction screening.

8.1.4 Controlling Awaiting Maintenance (AWM). Within space allocations, items AWM should be stored in a central location. If bins are available, the exact location of the AWM item may be marked on VIDS/MAF Copy 3 to facilitate location by AMSU. Keeping AWM and AWP items out of the work centers and in a central location helps prevent damage to the items and may reduce indiscriminate, unauthorized, cannibalization. When centralized location of AWM items is not possible due to space limitations, AWM items may be stored in the work centers. Refer to Volume III for Marine Corps procedures.

8.1.5 Maintenance Data Reports (MDRs). MDRs are prepared upon request by the DSF. MDRs are valuable tools available to the maintenance manager. For a complete listing, including instructions and examples, refer to Chapter 3. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures related to MDRs.

8.1.6 Interface Requirements. It must be remembered at all times that the IMAs primary mission is to support the operating activities. To achieve this, there must be a close liaison with supported activities and cognizant depot level activities.

8.1.6.1 With the supported organizational maintenance activities, it is imperative that liaison in the following areas be maintained:

a. Deployment schedules, for projecting temporary additional duty. This should be part of the monthly maintenance plan.

b. Power plant inductions, for scheduling purposes.

c. Precision measuring equipment and SE inductions, for scheduling purposes

d. SE licensing requirements, for O-level personnel.

e. Navy Oil Analysis Program (NOAP) requirements, aboard ship. (Refer to Volume III for more information on the NOAP.)

f. No defects, that is, Action Taken Code A on the VIDS/MAF for maintenance actions from the O-level activities, to improve troubleshooting techniques and assist in decreasing wasted man-hours at the IMA.

8.1.6.2 Inter-IMA support. Instances will occur where a repairable component, which is beyond the capability of the local maintenance activity, is shipped to an off-station IMA for repair and return. Procedures for such actions are as follows.

NOTE

This is an Inter-IMA action for both on and off station for Marine Corps activities.

8.1.6.2.1 Processing Defective Components for Shipment to an Off-station IMA for Repair and Return.

a. AMSU receives the defective component with a new VIDS/MAF from the work center with the JCN and other data elements from the original VIDS/MAF filled in. AMSU also receives the original VIDS/MAF Copy 4 and the records from the local AIMD.

NOTE

The VIDS/MAF will be prepared jointly by AMSU and the AWP unit of the off-loading shore station. When RFI components are involved, they will be segregated from the not ready for issue (nonRFI) components and off-loaded with a new RFI tag, citing the appropriate information, and a DD 1348-1.

b. The component control section (CCS) removes the corresponding VIDS/MAF Copy 2 from the suspense file in CCS or from the VIDS board. CCS completes the Material Data block and forwards Copy 2 to the DSF.

c. Supply ships the component, new VIDS/MAF Copies 1 through 5, original VIDS/MAF Copy 4, records, and DD 1348-1 in accordance with local supply procedures.

d. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for processing documentation requirements.

8.1.6.2.2 Processing Defective Components Received from Off-station IMA for Repair and Return.

a. Supply receives the defective component in accordance with local supply procedures.

b. Supply delivers the defective component, new VIDS/MAF Copies 1 through 5, original VIDS/MAF Copy 4, and records to AMSU.

c. CCS removes the corresponding VIDS/MAF Copy 2 from the suspense file upon receipt of the component, locally prepared VIDS/MAF Copy 4, and records from AMSU.

NOTE

Components shipped as RFI but without an RFI tag will be inducted into the AIMD on a VIDS/MAF for check and test. The CCS will prepare the VIDS/MAF work request using a supply JCN.

d. CCS processes the VIDS/MAF Copy 2 in accordance with the condition block (RFI/BCM) checked on the VIDS/MAF Copy 4 and forwards VIDS/MAF Copy 2 to the DSF.

e. Supply ships the component, new VIDS/MAF Copy 4, records, and DD 1348-1 in accordance with local supply procedures.

f. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific data requirements for processing defective components off station.

8.1.6.2.3 Processing Component Returned from an Off-station IMA as a Result of a Previous Local BCM Action.

a. Supply receives component, VIDS/MAF Copy 4, records, and DD 1348-1 in accordance with local supply procedures.

b. Supply delivers RFI component and records to the customer. NonRFI components received are processed in accordance with local procedures.

c. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific data requirements for processing off station repaired components.

8.1.7 VIDS Procedures. The VIDS is a management tool that provides a visual display of all components within a production area and component repair status, that is, IN WORK, AWM, and AWP. The ability to review the overall situation and determine the resources available enables the maintenance officer (MO) and maintenance control officer or supervisor to carry out their duties more effectively and efficiently. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details for VIDS procedures.

8.1.7.1 Hardware. VIDS display boards consist of enlarged cardex type pockets for the visual display of weapon system/component status. Each pocket is overlapped by the one above so that an approximately 3/8-inch strip is visible at the bottom of the pockets. Boards are currently available in three sizes: 100, 50, and 25 pocket.

8.2 Production Division Officer's Responsibilities. In addition to the functions of naval officers in U.S. Navy Regulations, each division officer shall comply with the following paragraphs.

8.2.1 Maintenance Data System (MDS) Reporting. All division officers shall become knowledgeable of and familiar with machine reports concerning their division, and capable of interpreting these reports. Refer to Chapter 3 for detailed descriptions of these reports.

8.2.2 Activities using NALCOMIS. Division officers shall develop an understanding of the NALCOMIS concept and it's application to management and automated data processing requirements.

8.3 Work Center Supervisors

8.3.1 Introduction. If successful accomplishment of assigned tasks of the IMA could be attributed to any one group of personnel, it would be the work center supervisors. Diligent supervision at the work center level includes rigidly adhering to the procedures and policies established by this instruction. To ensure the accomplishment of all assigned work, maximum efficiency must be obtained and maintained in the use of manpower, material, and facilities. This is most easily done within the work center by using the systems and programs in this chapter.

8.3.2 Communication. The primary job of the work center is to be responsive to the hour-by-hour maintenance situation. This requires constant communications between the work center and production control. To assist production control in keeping abreast of the maintenance situation, the work center supervisor must keep production control constantly notified of the following:

a. Bench/test equipment status.

b. Availability of skills (personnel).

c. Changes in status of assigned maintenance, for example, in work to AWM and in work to AWP.

d. Anything which may affect the ability of the work center to maintain the systems assigned.

8.3.3 Machine Reports. This paragraph outlines the daily and monthly MDRs which the work center supervisor uses on a regular basis. They are:

a. Support Action Form (SAF) Daily Audit Report (DAR). This report is designed for the work center supervisor to validate the SAF submissions from the previous day. It also allows the supervisors to monitor the production labor manhours expended performing support maintenance tasks.

b. VIDS/MAF Copy 1 DAR. This report is designed for the work center supervisor to validate the VIDS/MAF Copy 1 submissions from the previous day.

c. Monthly Production Report (MDR-2). This report is a summation, by work center, of all maintenance actions, support actions, technical directive compliances, and data entered in the (H-Z) Failed/Required Material block of the VIDS/MAF.

NOTE

For a complete listing of all MDRs available from the DSF, including their uses and detailed instructions on those reports, refer to Chapter 3.

d. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures of machine reports.

8.3.4 Data Accuracy. Throughout the MDS, accurate documentation must be stressed. Each uncorrected erroneous document results in a loss of effectiveness of the data and of the system. The importance of complete and accurate data is further emphasized when Navy-wide use of these data are considered. Work center supervisors, with the assistance of the analyst shall strive at all times for absolute accuracy. DARs should be verified daily, corrections annotated, and returned to the analyst. He/she will resubmit the corrected report with the following day's data.

8.3.5 VIDS Boards. VIDS boards provide the current "in work", "AWM", and "AWP" status for each component by WUC, LRCA number, or part number within the applicable work center. They will be set up as shown in Figures 8-15a and 8-15b. The number of aircraft, equipment, and systems supported by the work center determines the number of VIDS boards needed to properly display necessary information. If work is displayed by personnel assignment, the size and numbers of VIDS boards will be governed by the number of personnel assigned. Personal history and information cards may be displayed on the work center VIDS board if desired. If displayed, they are placed on the far left side of the VIDS board if using the personnel assignment method vice the aircraft bureau/side number method. The personnel training insert may be placed on the right side of the VIDS board for display of the individual's level of training on different systems. Required SE may be listed on the bottom pocket, with SE in a DOWN status indicated by a yellow tab placed over the particular equipment.

NOTE

It is not mandatory to set up the VIDS boards in the exact format shown in this chapter. However, in work, AWM, and AWP must be visually displayed by WUC, LRCA number, or part number. Refer to the NALCOMIS User's Manual for the specific details and procedures for displaying this information.

8.3.5.1 VIDS Board Verification. The production control supervisor shall establish a schedule and ensure that all work centers verify their VIDS boards with the maintenance control VIDS board, daily, and resolve any conflicts.

8.3.5.2 Forms and Attachments. To provide a visual display of the weapon system or repairable component status, the following listed forms are used.

8.3.5.2.1 VIDS/MAF (OPNAV 4790/60). The VIDS/MAF is used mainly for documenting maintenance actions involving failed, repairable material.

8.3.5.2.2 Support Action Form (SAF) (OPNAV 4790/42). This is a card designed for reporting support data so that time expended performing repetitive type tasks that consume man-hours but do not involve malfunction, repair, or condemnation, may easily be identified, reported, and monitored. Man-hours expended in support duties are documented on the SAF.

8.3.5.2.3 Attachments. Items used for operating the VIDS, such as signal tabs, file containers, replacement pockets, three ring binders, etc. These items may be obtained through the supply system or open purchase procurement.

8.3.5.2.4 Signal Tabs. By using signal tabs of different colors, or other methods of special marking, special priorities, conditions, status, or requirements can be visually displayed. Examples of using different color signal tabs are as follows:

a. Orange - bench/equipment inoperable.

WORK CENTER 610

WUC	P/N	LRCA #	AWM	IN WORK	AWP
71430					
71431	1091295	110			
71432	54400428	145			
71480					
71481	522-2537-00	65			
71482	525-3667-00	170			
72360					
72361	1268-2904	160			
72362	3161522	205			
73510					
73511	6707420002	125			
73512	6709017003	270			

Figure 8-15a Work Center 610 VIDS Board

WORK CENTER 630

RATE	NAME	IN WORK	QUALIFICATIONS
AQC	Q. R. JONES		
AQ1	S. T. GRAY		
AQ2	U. V. BROWN		
AQ3	W. X. SMITH		
AQ3	Y. Z. GREE		
AQAN	A. B. WHITE		
AQAN	C. D. JONES		

WUC	P/N	LRCA #	AWM	AWP
74240				
74241	616R424001	155		
74242	615R584001	85		
74243	614R379G01	180		
77110				
77111	474100-1	360		
77112	474200-3	315		
77113	474150-3	130		

Figure 8-15b Work Center 630 VIDS Board

b. Yellow - bench or equipment partial capability.

c. Green - LRCA is pool critical.

d. Blue - LRCA is pool zero.

e. Red - EXREP.

8.3.6 VIDS Operating Procedures

8.3.6.1 The work center receives VIDS/MAF Copies 1, 4, and 5 with the nonRFI component. Copy 5 is placed on the VIDS board adjacent to the applicable WUC, LRCA number, part number, or name and under "AWM" or "In Work", as directed by production control. Copies 1 and 4 remain with the inducted component throughout the maintenance cycle. Any status changes, for example, from in work to AWM, must be reported to production control and Copy 5 moved under the appropriate column. When a component goes to an AWP status, appropriate entries are made on Copies 1, 4, and 5 of the VIDS/MAF, the component is packaged and preserved in accordance with procedures in Volume III, and sent to the AWP unit (or equivalent). VIDS/MAF Copies 1 and 4 go with the component. Copy 5 is moved to the AWP column of the work center VIDS board and production control is notified. When all corrective actions have been completed and the component is made RFI or determined to be in a BCM condition, make the required entries, including the date, on all VIDS/MAF copies, notify production control and, if required, QA/A. Additionally, the hard copy of the appropriate two part Material Condition Tag, DD 1574/1574-1 or DD 1577-2/1577-3, will be attached to the component, inside the shipping container, and remain attached to the component until the component is used or destroyed. Copies 1 and 4 of the VIDS/MAF and the flimsy copy of the material condition tag, serviceable label or unserviceable (repairable) label go with the component and Copy 5 of the VIDS/MAF is placed in a temporary file pending verification against the daily MDR. Components that are BCM will have the type equipment code and JCN written in the remarks block of the attached DD 1577-2/1577-3. Figure 8-7 shows {R} aircraft, SE, and armament weapons support equipment (AWSE) component repair VIDS/MAF flow throughout the maintenance cycle.

8.3.6.2 Refer to Chapter 9 for procedures for documenting maintenance of SE. Figure 8-17 shows the VIDS/MAF flow for {R} SE and AWSE end items through the maintenance cycle. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures for maintaining MDS data.

NOTE

VIDS/MAF flow within the Weapons Department for on equipment maintenance of AWSE end items may vary from the illustration because several maintenance functions, which are organized as separate entities in the AIMD, may be combined organizationally into one in the Weapons Department. For example, production control, work center, and material control could exist as a single point in the organization (Figure 8-17).

8.3.6.3 The supervisor's signature signifies completion of the maintenance action, verification that tool control inventories were conducted at the proper intervals, the component was adequately preserved and secured for routing to the AMSU, documentation is correct, and quality assurance measures were adhered to.

8.3.6.4 After verifying the work center's Copy 5 with the VIDS/MAF Copy 1 DAR, the Copy 5 may be retained or destroyed, as desired.

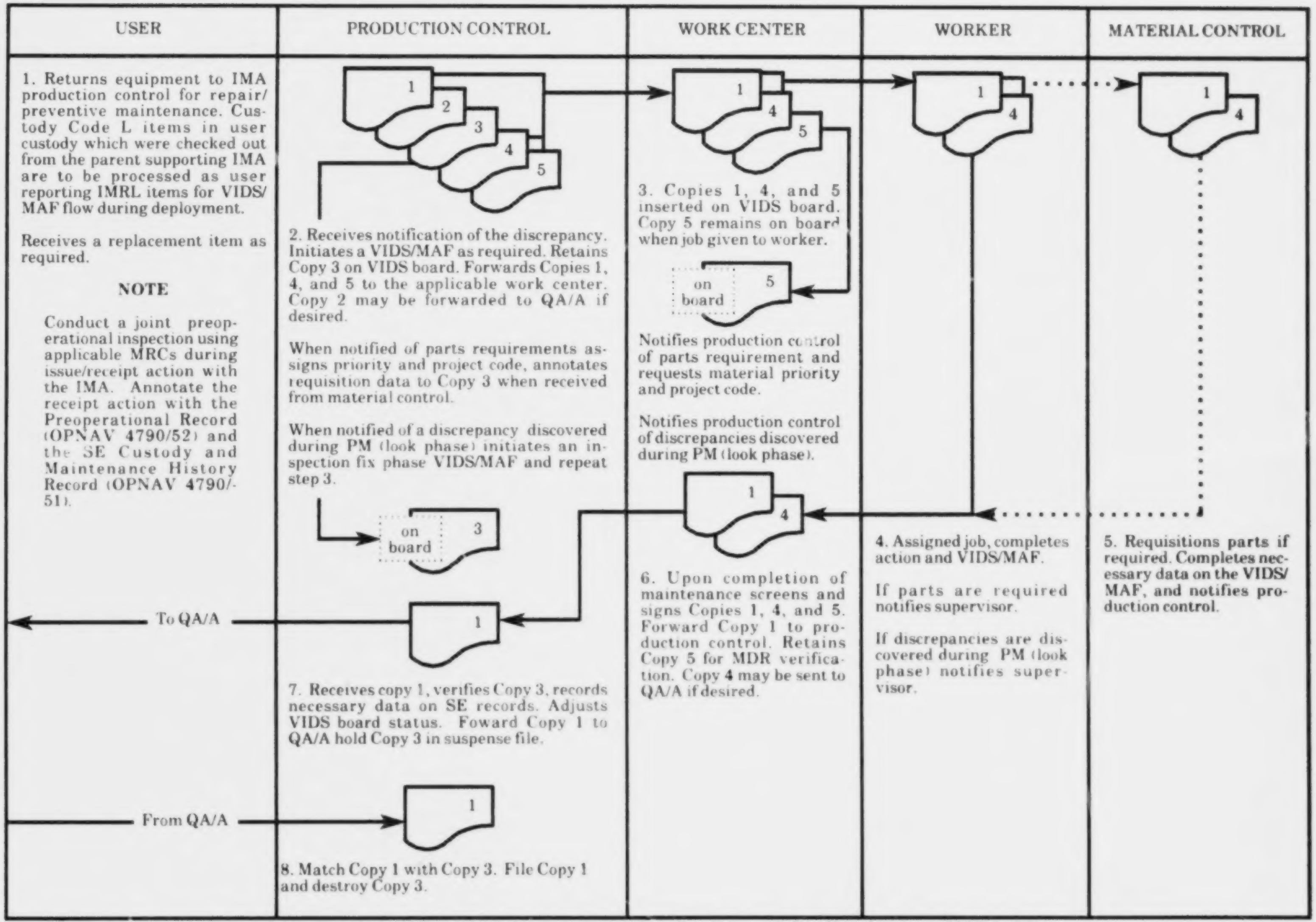
8.3.6.5 Complete details on documentation of all portions of the VIDS/MAF are in Chapter 9.

8.3.7 Material Requisitioning

8.3.7.1 The work center supervisor must ensure that work center personnel know the procedures for ordering parts to repair weapon replaceable assemblies (WRAs) and shop replaceable assemblies (SRAs).

8.3.7.2 When a part is required, the work center notifies production control and obtains the project code and supply priority for ordering.

8.3.7.3 The following information is annotated by the work center in the (H-Z) Failed/Required Material blocks of the VIDS/MAF which is then forwarded to material control.



USER

1. Returns equipment to IMA production control for repair/preventive maintenance. Custody Code L items in user custody which were checked out from the parent supporting IMA are to be processed as user reporting IMRL items for VIDS/MAF flow during deployment.

Receives a replacement item as required.

NOTE

Conduct a joint preoperational inspection using applicable MRCs during issue/receipt action with the IMA. Annotate the receipt action with the Preoperational Record (OPNAV 4790/52) and the SE Custody and Maintenance History Record (OPNAV 4790/51).

PRODUCTION CONTROL

2. Receives notification of the discrepancy. Initiates a VIDS/MAF as required. Retains Copy 3 on VIDS board. Forwards Copies 1, 4, and 5 to the applicable work center. Copy 2 may be forwarded to QA/A if desired.

When notified of parts requirements assigns priority and project code, annotates requisition data to Copy 3 when received from material control.

When notified of a discrepancy discovered during PM (look phase) initiates an inspection fix phase VIDS/MAF and repeat step 3.

7. Receives copy 1, verifies Copy 3, records necessary data on SE records. Adjusts VIDS board status. Foward Copy 1 to QA/A hold Copy 3 in suspense file.

8. Match Copy 1 with Copy 3. File Copy 1 and destroy Copy 3.

WORK CENTER

3. Copies 1, 4, and 5 inserted on VIDS board. Copy 5 remains on board when job given to worker.

Notifies production control of parts requirement and requests material priority and project code.

Notifies production control of discrepancies discovered during PM (look phase).

6. Upon completion of maintenance screens and signs Copies 1, 4, and 5. Forward Copy 1 to production control. Retains Copy 5 for MDR verification. Copy 4 may be sent to QA/A if desired.

WORKER

4. Assigned job, completes action and VIDS/MAF.

If parts are required notifies supervisor.

If discrepancies are discovered during PM (look phase) notifies supervisor.

MATERIAL CONTROL

5. Requisitions parts if required. Completes necessary data on the VIDS/MAF, and notifies production control.

Figure 8-17 VIDS/MAF Document Flow for I-Level On-Equipment IMRL SE

a. Manufacturer's code.

b. Manufacturer's part number.

c. Quantity required.

d. Project code.

e. Priority.

8.3.7.4 Upon receipt of the VIDS/MAF, material control enters a Julian date in block 45, assigns a requisition number in block 49, and requisitions the material.

8.3.7.5 If the item is not available within 24 hours, or upon notification of not in stock or not carried status, the WRA/SRA will be delivered to the AWP unit along with VIDS/MAF Copies 1 and 4. Copy 5 is retained on the work center's VIDS board under the AWP column. Production control is notified of the status change and given the document number.

8.3.7.6 If a repairable SRA is requisitioned, the document number issued by material control becomes the turn-in document number on the VIDS/MAF initiated by the work center for that SRA. Production control issues a suffix JCN from the original JCN and the work center packages and preserves the SRA for induction into the repair activity having cognizance.

8.3.7.7 When all parts ordered to repair the component on the original VIDS/MAF have been received, the component and parts are delivered to the work center.

8.3.7.8 A component may go through the AWM, in work, and AWP process many times before being RFI or it is determined that the item must be shipped to another activity for repair. If so, ensure the above steps are taken each time the status of the component changes.

8.3.7.9 If all parts are not received within the established time limits, BCM-4 consideration is initiated by the AWP unit. When the decision is made to reinduct the WRA for BCM-4 action, the following steps are taken:

a. Notify production control of the status change from AWP to in work.

b. Ensure all SRAs are installed and secured.

c. Preserve for off-station processing.

d. Complete VIDS/MAF documentation and notify production control of the status change from in work to BCM-4.

8.3.7.10 Refer to Chapter 9 for detailed documentation procedures.

8.3.7.11 Activities using NALCOMIS refer to the NALCOMIS User's Manual for the specific details and procedures for material requisitioning.

8.3.8 Pre-Expended Bin (PEB). High usage piece parts are available in the PEB. The work center supervisor must be familiar with PEB operations. Although stocking of PEBs is the responsibility of the SSC, the inputs for stocking will originate at the work center. The SSC will stock only those items which, among other things, show a high usage. In order to ensure that the required parts are stocked in the PEB, the work center supervisor shall:

a. Ensure all piece parts usage is properly accounted for, and if the piece part contributed to the failure, documented in the H through Z blocks of the VIDS/MAF.

b. Ensure that parts which are normally stocked in the PEB, but are at a low level, are reordered promptly by the SSC in accordance with local procedures.

c. Periodically review the work center's PEB requirements and compare them against actual PEB stocking levels.

8.3.9 Tool Control in the Work Center

8.3.9.1 The work center supervisor's responsibilities are listed in the following paragraphs.

8.3.9.1.1 Upon task assignment, note the number of the tool container on the VIDS/MAF Copy 1 in the accumulated work hours section. A sight inventory shall be conducted by the technician prior to commencement of each task and all shortages shall be noted on the tool box inventory card. Every measure must be taken to ensure that missing tools do not become a cause of foreign object damage. Inventories shall also be performed before a shift change, when a work stoppage occurs, after maintenance has been completed, and before conducting an operational systems check on the equipment.

NOTE

> The above procedures are mandatory only in power plants, Aviation Life Support Systems (ALSS), AWSE, and SE division (900) work centers. For all other work centers, these procedures may be omitted except for the shift change inventory. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures for tool control.

8.3.9.1.2 After maintenance has been completed, and before an operational systems check on the equipment, the inspection process shall once more be performed.

8.3.9.1.3 When all tools are accounted for, and all maintenance actions have been completed, the work center supervisor signs the VIDS/MAF signifying that maintenance has been completed and that all tools have been accounted for.

NOTE

> The above procedure applies only to the power plants, ALSS, AWSE, and SE division (900) work centers. For all other work centers, the supervisor's signature signifies that the unit or component repaired was inspected and found to be free of any foreign objects which might later be the source of equipment/engine damage.

8.3.9.2 If any tool is missing at any one of the above stages, an immediate search shall be conducted prior to reporting the work completed or signing off the VIDS/MAF. If the tool cannot be located, the MO or assistant MO shall be immediately notified.

8.3.9.3 If the tool cannot be located after the MO's directed search, the person doing the investigation shall personally sign a statement in the Corrective Action block of the VIDS/MAF that a lost tool investigation was conducted and that the tool could not be found. Subsequently, the normal VIDS/MAF completion process shall be followed.

8.3.9.4 Collateral duty inspectors shall assist the work center supervisor in complying with the Tool Control Program.

8.4 Maintenance Information Systems. For the acceptable methods of displaying maintenance and Issue/Receipt/Inventory and Location (IRIL) information; VIDS 1, Support Equipment Standardization System (SESS) with VIDS board(s), and NALCOMIS refer to Volume III.

CHAPTER 9

Intermediate Level Maintenance Source Document Procedures

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CHAPTER 9

Intermediate Level Maintenance Source Document Procedures

9.1 Support Action Data Documentation and Reporting

9.1.1 Introduction. This section describes the Maintenance Data System (MDS) and explains how it is used to document, analyze, and employ data for the management of aviation maintenance and material. The MDS was developed as an integral part of the Naval Aviation Maintenance and Material Management (AV-3M) System and provides the data input to the Naval Aviation Maintenance Program (NAMP). This system furnishes data products which provide management tools for the efficient and economical management of maintenance organizations.

9.1.1.1 Support Action Form (SAF). The SAF is a standard electronic accounting machine card designed for the separate reporting of support data so that the time expended in performing repetitive type tasks that consume many man-hours (but do not involve malfunction, repairs, or condemnation action) may be easily identified, reported, and monitored. Man-hours spent in support duties such as corrosion prevention, servicing, will be documented on the SAF. The SAF may be either handscribed or prepunched/preprinted, depending on desires of local maintenance managers. SAFs are signed by the work center supervisor to indicate that screening has been completed, and appropriate quality assurance (QA) and tool control procedures have been followed. Those activities using the Naval Aviation Logistics Command Management Information System (NALCOMIS), refer to the NALCOMIS User's Manual for specific details and procedures related to SAF processing.

9.1.1.2 Support Action Codes. Support action codes are three-character numeric codes used to identify routine repetitive maintenance actions such as ground handling, servicing, cleaning, inspection, and preservation of components. These codes are intended to cover nonrepair type tasks. There are eight basic categories of support type work used together with type maintenance codes.

9.1.1.3 All support equipment (end item) washing operations, scheduled maintenance requirement card (MRC) or unscheduled, are considered corrosion prevention and shall be documented on a SAF using Support Code 040 series. Other corrosion preventative actions that are an integral part of the intermediate level component repair process shall not be differentiated from the repair function for separate SAF documentation.

9.1.2 Internal Flow

9.1.2.1 Work Center. The SAF is initiated in the work center. When support action is completed, the person documenting it signs their name in block B and forwards the completed SAF to the work center supervisor.

9.1.2.2. Work Center Supervisor. The work center supervisor screens and verifies, by signing their name on the supervisor line, that all entries are valid, correct, and that all tools have been accounted for at completion of the task. After verification, the work center supervisor forwards the completed SAF(s) to the analyst for further processing to the data services facility (DSF). Upon completion of processing, the analyst returns the completed SAF to the work center supervisor for verification against the SAF Daily Audit Report.

9.1.3 Data Elements and Documentation Procedures

9.1.3.1 SAFs are documented as follows:

a. Block 1 - Type Equipment Code (TEC). Enter the four-character code that identifies the equipment on which support work is being performed, for example, weapons replaceable assembly (WRA), engine, and support equipment (SE).

b. Block 2 - Action Organization. Enter the three-character code that identifies the organization accomplishing the support action.

c. Block 3 - Work Center Code. Enter the three-character code that identifies the work center performing the support action (Appendix D).

d. Block 4 - Maint. Level. Enter the one-character code that identifies the maintenance level of the support action being performed. (These codes are printed on the front of the SAF.)

e. Block 5 - Action Date. Enter the Julian date the support action was completed.

f. Block 6 - Support Code. Enter the three-character code that identifies the category of work in which the support action was performed (Appendix O).

g. Block 7 - Type Maint. Code. Enter the one-character code that identifies the type of support maintenance that was performed (Appendix H).

h. Block 8 - Items Proc. Enter the number of items processed, or the number of times that the support action identified in Block 6 was performed, for example, a corrosion prevention or three pre-operational inspections performed. Assisting work centers enter 0 items processed.

i. Block 9 - Man-hours. Enter the total number of man-hours (as defined in Appendix C), expended in performing the support action(s) documented, on the same line of the SAF. A maximum of 999.9 man-hours may be reported on one line entry.

j. Block A - BUNO/Local Control. The serial number will be entered in this block for all support actions involving corrosion control, that is, where the Support Code is 040 through 049. In other cases this block may be used at the discretion of the local activity to record serial number or other data of interest, up to a maximum of 15 characters. If the serial number is used, it will be entered in the left-most portion of the block followed by a slash (/) mark. If a local control is used without a serial number it will be entered in the right-most portion of the block preceded by a slash (/) mark. Data entered in block A will appear on the appropriate data products.

k. Block B - Signature. Enter the signature of the person documenting the support action.

l. Block 10 - Repl. If prepunched/preprinted cards are authorized and desired, blocks 1, 2, 3, 4, 6, or 7 may have entries with a check mark in this block for replenishment. No other maintenance documentation entry is authorized on a replenishment SAF. The maintenance officer controls and the analyst coordinates the production, volume, and distribution of prepunched/preprinted cards. If more than 25 prepunched cards are desired, enter the desired number in the Local Control block.

9.1.3.2 Documentation Examples:

a. Prepunched/Preprinted Card (Figure 9-3a).

b. Replenishment Card (Figure 9-3b).

c. Single Line Entry Card (Figure 9-4a).

d. Multiple Action Card (Figure 9-4b).

e. Accumulation of Support Man-Hours Card (Figure 9-5a).

f. Corrosion Prevention Card (Figure 9-5b).

g. Nonaeronautical Support Card (Figure 9-6).

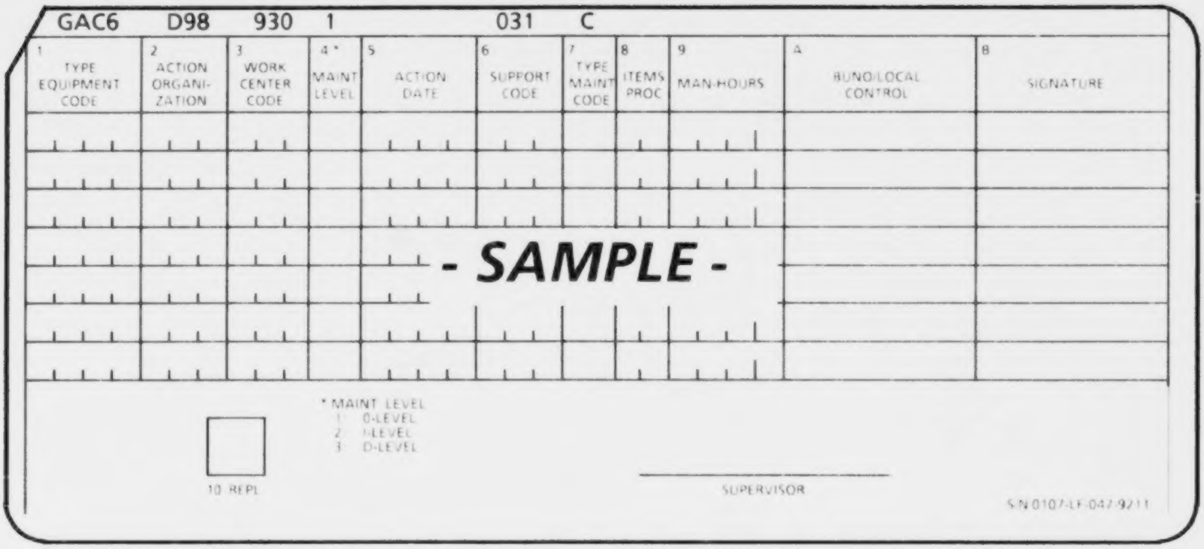
9.2 Maintenance Action Documentation Procedures

9.2.1 General Information. The purpose of this section is to give detailed procedures for documenting maintenance actions on VIDS/MAFs. Examples of completed Maintenance Data Report (MDR) forms are in this chapter. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures related to MDS.

9.2.2 Types of VIDS/MAF Maintenance Actions. This paragraph outlines the types of maintenance actions documented on VIDS/MAFs. These include troubleshooting, removal and replacement, repair, and the performance of scheduled inspections. VIDS/MAFs will be used to document the following types of maintenance actions:

a. On-equipment work not involving the removal of defective or suspected defective repairables.

b. Look phase of calendar, special, conditional, corrosion, periodic, phase, and acceptance/transfer inspections.



GAC6 D98 930 1 031 C

1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4 * MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE

- SAMPLE -

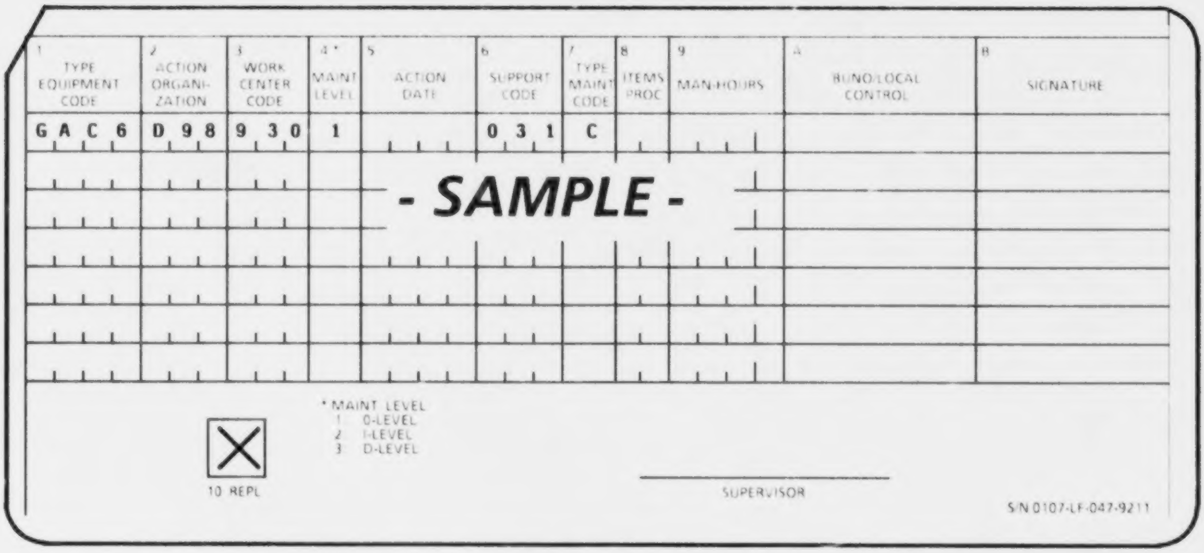
* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☐ 10 REPL

SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-3a Support Action Form (OPNAV 4790/42)(Prepunched/Preprinted Card)



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4 * MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
G A C 6	D 9 8	9 3 0	1		0 3 1	C				

- SAMPLE -

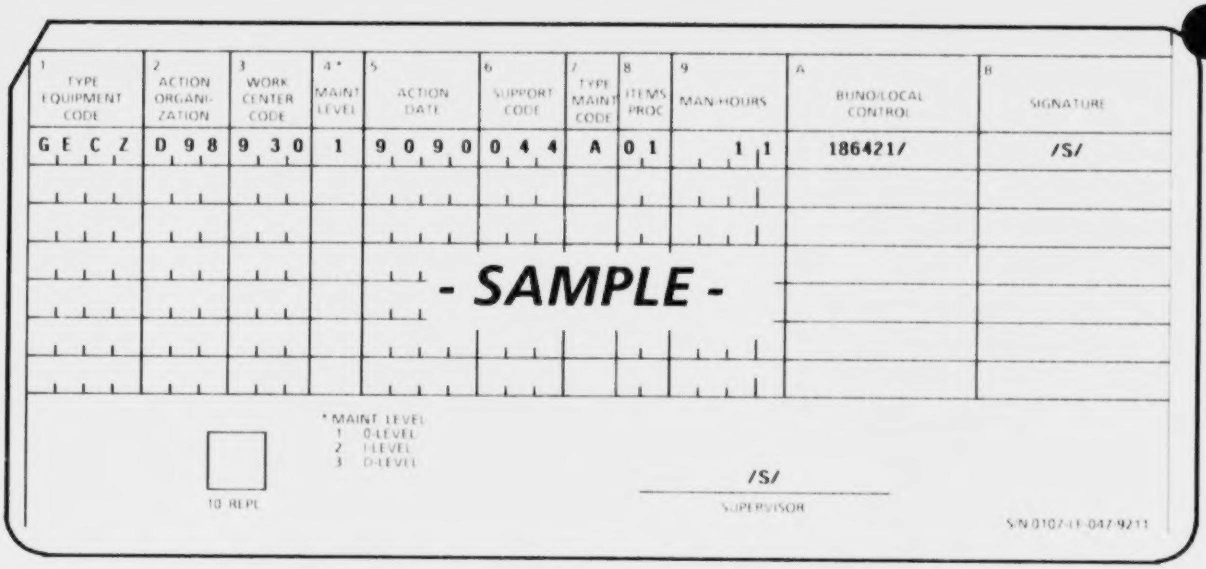
* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☒ 10 REPL

SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-3b Replenishment Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANI-ZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
GECZ	D98	930	1	9090	044	A	01	11	186421/	/S/

- SAMPLE -

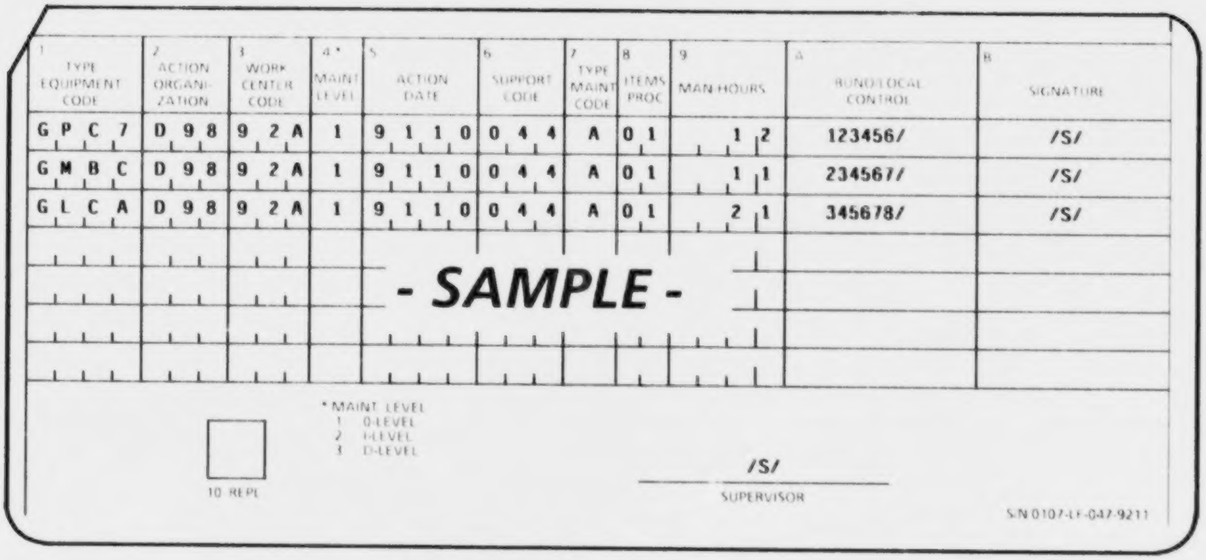
* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☐ 10 REPL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-4a Single Line Entry Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANI-ZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
GPC7	D98	92A	1	9110	044	A	01	12	123456/	/S/
GMBC	D98	92A	1	9110	044	A	01	11	234567/	/S/
GLCA	D98	92A	1	9110	044	A	01	21	345678/	/S/

- SAMPLE -

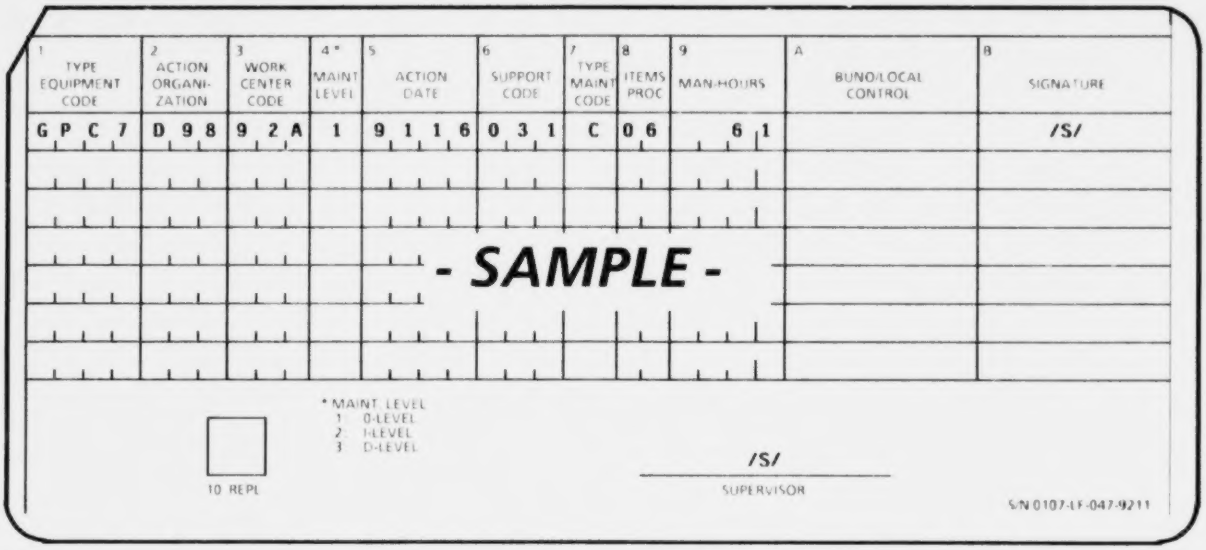
* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

☐ 10 REPL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-4b Multiple Action Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
GPC7	D98	92A	1	9116	031	C	06	61		/S/

- SAMPLE -

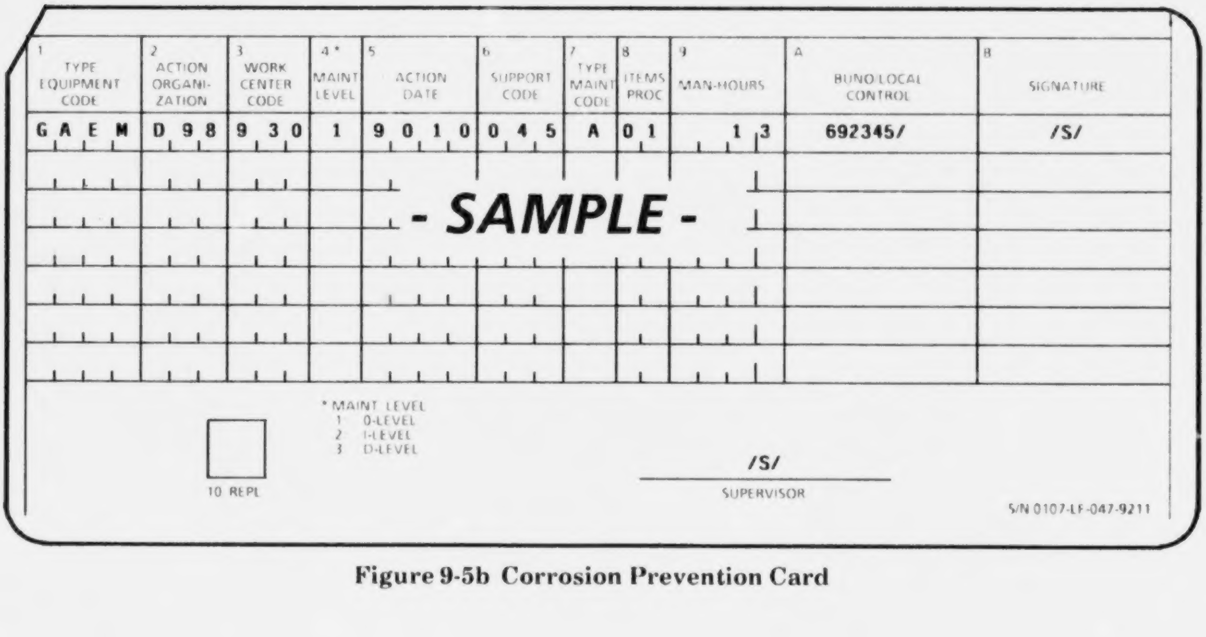
☐ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-5a Accumulation of Support Man-Hours Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4* MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
GAEM	D98	930	1	9010	045	A	01	13	692345/	/S/

- SAMPLE -

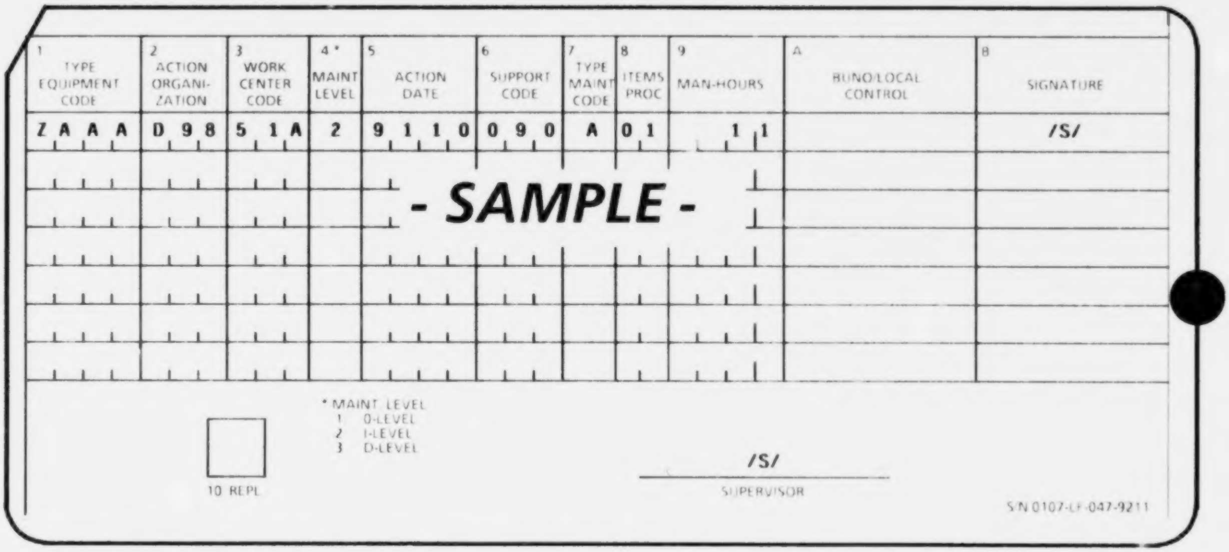
☐ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-5b Corrosion Prevention Card



1 TYPE EQUIPMENT CODE	2 ACTION ORGANIZATION	3 WORK CENTER CODE	4 * MAINT LEVEL	5 ACTION DATE	6 SUPPORT CODE	7 TYPE MAINT CODE	8 ITEMS PROC	9 MAN-HOURS	A BUNO/LOCAL CONTROL	B SIGNATURE
Z A A A	D 9 8	5 1 A	2	9 1 1 0	0 9 0	A	0 1	1 1		/S/

- SAMPLE -

☐ 10 REPL

* MAINT LEVEL
1 O-LEVEL
2 I-LEVEL
3 D-LEVEL

/S/
SUPERVISOR

S/N 0107-LF-047-9211

Figure 9-6 Nonaeronautical Support Card

c. Fix in place actions discovered during inspection.

d. Removal of components for check/test/service actions.

e. Removal and replacement actions for cannibalization.

f. Accumulated man-hours as a result of work stoppage for parts or maintenance.

g. Accumulated man-hours during or at the end of a reporting period for a job not completed, where required by the cognizant aircraft controlling custodian/type commander (ACC/TYCOM).

h. Maintenance actions and man-hours by assisting work center in support of a primary work center.

i. Support of a repairable item processing through the intermediate maintenance activity (IMA).

j. Incorporation of technical directives (TDs) and associated maintenance actions.

k. Collection of Subsystem and Capability Impact Reporting (SCIR) data.

l. Removal and replacement of repairable components in end items.

m. Repair of removed repairable components.

n. Repair of subcomponents removed from repairable components.

o. Record of ordering and issue of repairable components, subassemblies, and parts.

p. Disposition of components and subassemblies declared beyond capability of maintenance (BCM).

q. Calendar/phase inspections performed on removed engines, when initiated by an organizational (O-) level activity.

r. Documentation of first-degree repair maintenance actions.

s. Troubleshooting man-hours.

t. Documenting preservation and depreservation.

9.2.3 Internal Flow

9.2.3.1 Data Collection Source Document Flow. Figures 9-8 and 9-9 provide a graphic overview of the source documents and information flow within the intermediate (I-) level maintenance activities.

9.2.3.2 Intermediate Document Flow. Examples of completed VIDS/MAFs are included in this chapter. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures for processing source data. The VIDS/MAF documentation flow will be carried out in the following manner:

a. The material control aeronautical material screening unit (AMSU) receives the defective component with Copies 1 through 5 attached, enters applicable data, removes, signs, and returns Copy 2 to the supply support center (SSC), removes and forwards Copy 3 to production control, and attaches Copies 1, 4, and 5 to the component for delivery to the applicable work center.

b. Production control schedules the component, enters applicable data, and inserts the register copy on the visual information display (VIDS) board. Copy 3 of the VIDS/ MAF is used to provide job status and production control information until the maintenance action is completed.

c. The work center supervisor receives the component, screens the document, enters applicable data, inserts the document on the VIDS board, and assigns a worker to the maintenance action.

d. If parts are required, material control requisitions the necessary material, enters applicable data on the document, and returns the document to the work center. If parts requirement(s) is/are indicated, provide applicable data to the work center.

e. The worker performs technical screening and commences repair action. After completion of the maintenance action, the worker enters applicable data, attaches a material condition tag to the component, and submits the VIDS/MAF to the work center supervisor.

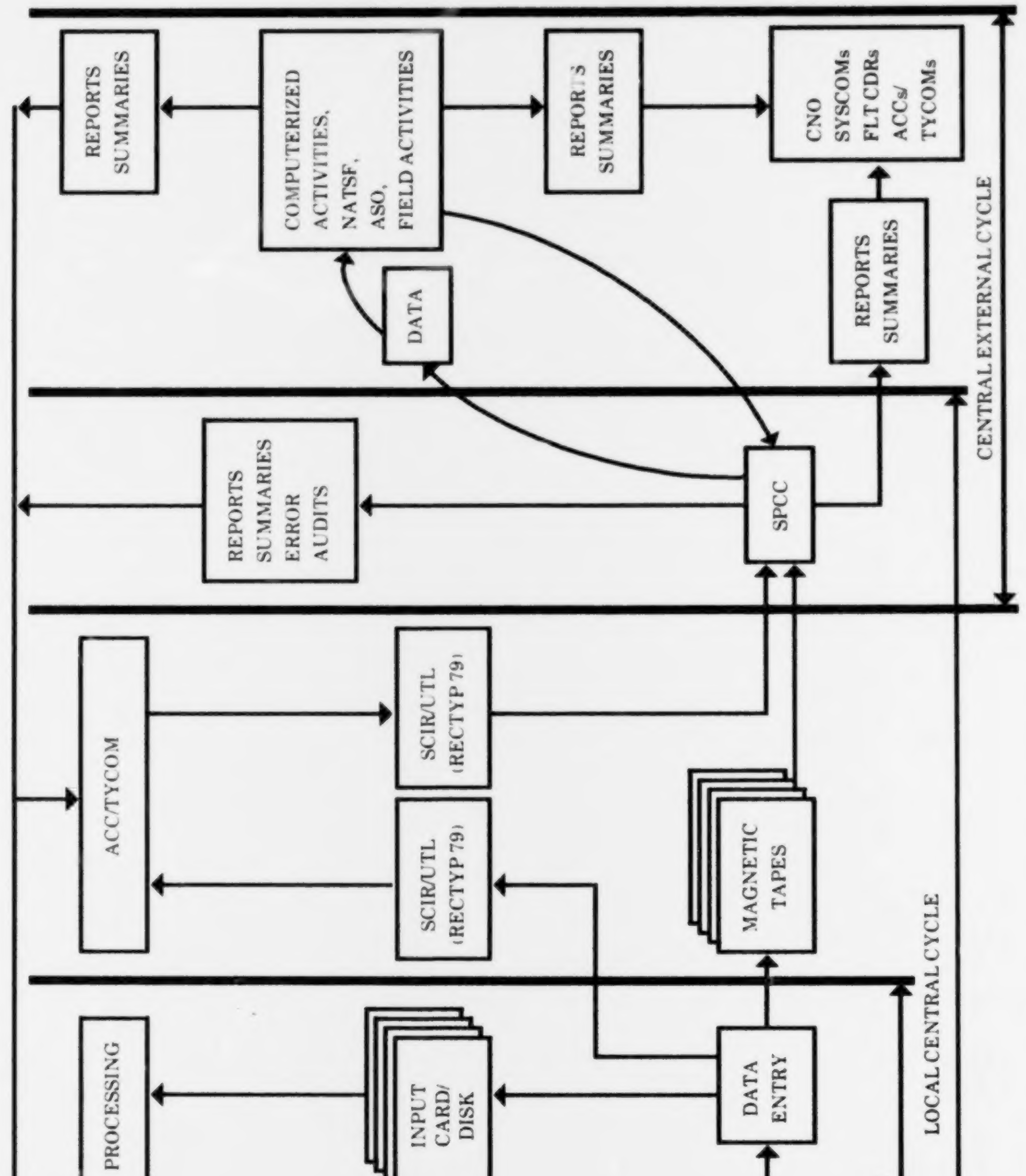

REPORTS SUMMARIES
O- AND I-LEVEL ACTIVITIES
SOURCE DOCUMENT
LOCAL CYCLE
PROCESSING
INPUT CARD/ DISK
DATA ENTRY
LOCAL CENTRAL CYCLE
ACC/TYCOM
SCIR/UTL (RECTYP 79)
SCIR/UTL (RECTYP 79)
MAGNETIC TAPES
REPORTS SUMMARIES ERROR AUDITS
SPCC
DATA
REPORTS SUMMARIES
COMPUTERIZED ACTIVITIES, NATSF, ASO, FIELD ACTIVITIES
REPORTS SUMMARIES
REPORTS SUMMARIES
CNO SYSCOMs FLT CDRs ACCs/ TYCOMs
CENTRAL EXTERNAL CYCLE

Figure 9-8 Aviation 3M Data Cycles

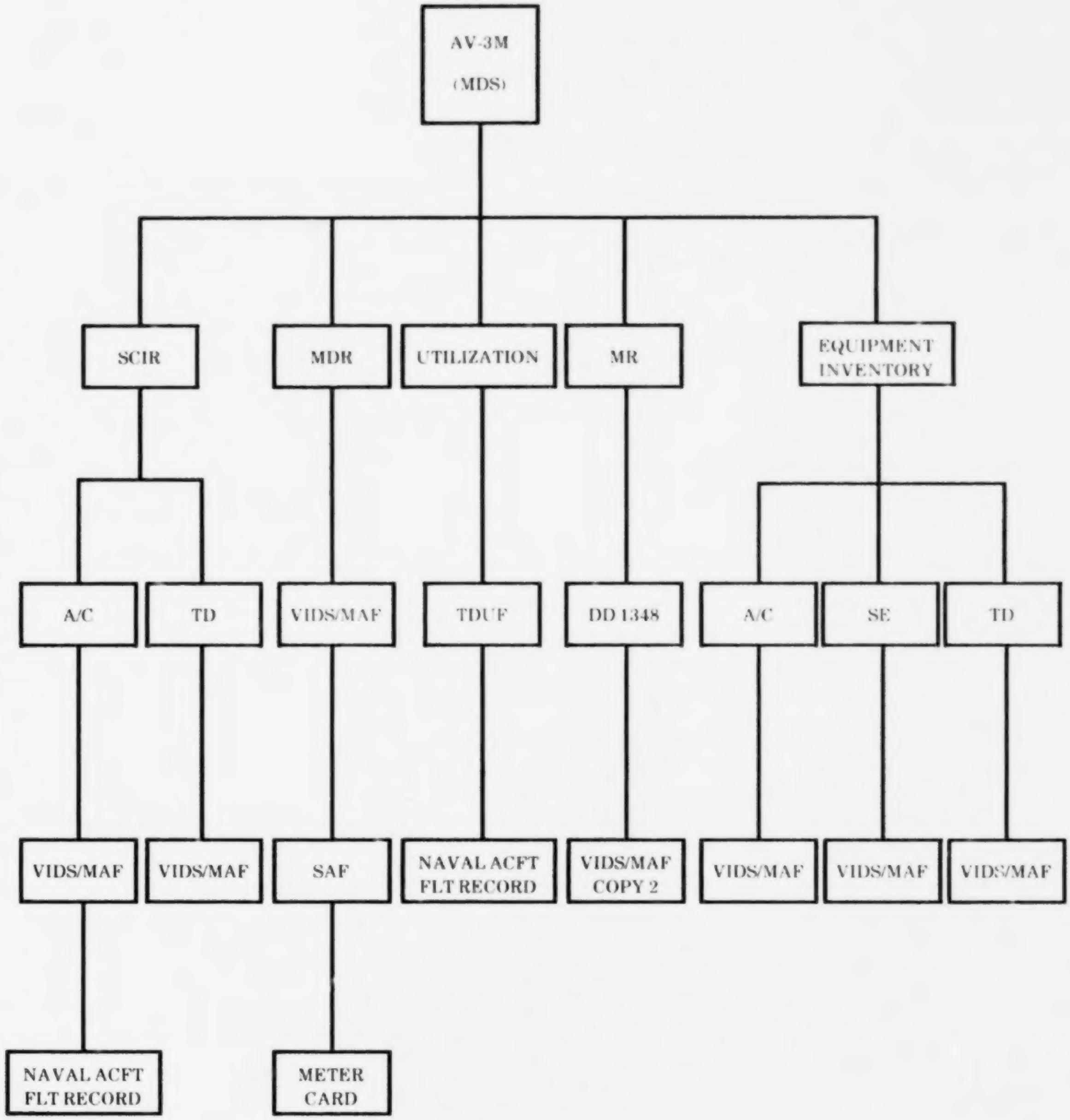

AV-3M
(MDS)
SCIR
MDR
UTILIZATION
MR
EQUIPMENT INVENTORY
A/C
TD
VIDS/MAF
TDUF
DD 1348
A/C
SE
TD
VIDS/MAF
VIDS/MAF
SAF
NAVAL ACFT FLT RECORD
VIDS/MAF COPY 2
VIDS/MAF
VIDS/MAF
VIDS/MAF
NAVAL ACFT FLT RECORD
METER CARD

Figure 9-9 Source Documents

f. The work center supervisor screens the document for accuracy and completeness, notifies production control of work completion and status of the component, signs the VIDS/MAF, and removes and retains Copy 5 for MDR verification. The component and paperwork will be held for pickup by material control.

g. Material control notifies the component control section (CCS) of the SSC that the component is ready for issue, delivers the component to the CCS, obtains a receipt signature, and returns Copy 1 to production control.

h. When a repairable not ready for issue (non-RFI) subassembly is removed from the component, the work center initiates a suffix VIDS/MAF, enters applicable data, attaches the VIDS/MAF to the subassembly, and notifies material control that the subassembly is ready for turn-in.

i. The production control supervisor collects all documents, verifies registers, files the register card, and forwards completed documents to quality assurance/analysis (QA/A).

j. QA/A collects all completed documents, prepares the document control form (DCF), and delivers/forwards the documents to the DSF.

9.2.4 Data Block Description. This section describes the data blocks used in documenting maintenance actions on the VIDS/MAF (Figure 9-11). This section also contains an explanation of the document numbering system. The codes used to describe the data on this form are found in the appendices of this volume and the applicable work unit code (WUC) manual. Specific data blocks to be used and data block requirements are controlled by Navy Maintenance Support Office (NAMSO) Maintenance Data Validation Specifications 4790.A7257-01. Refer to paragraphs 9.3 through 9.5 for specific data block application and requirements. Those activities using NALCOMIS refer to the NALCOMIS User's Manual for specific details and procedures related to the VIDS/MAF.

9.2.4.1 Entries Required Signature Block. This section is provided to ensure that historical records are updated in a timely and orderly manner. Required actions will be accomplished prior to forwarding of the VIDS/MAF to data services for data entry. Production control/logs and records personnel will screen all VIDS/MAFs, check appropriate blocks, and enter their name/rate in the signature portion of the Entries Required block to certify that no entries are required, or all applicable logs/records have had appropriate entries made.

9.2.4.2 Local Use Block. This block may be used as desired.

9.2.4.3 Reference Block. Enter the supply reference to aid the material control division in requisitioning the failed or required material.

9.2.4.4 Accumulated Work Hours Block.

9.2.4.4.1 Name/Shift. Enter the name/shift of personnel performing the work.

9.2.4.4.2 Tool Box (tool container inventory verification). Upon return to the work center/job completion or work stoppage a sight inventory of the tool container(s) shall be conducted by the work center supervisor/collateral duty inspector (CDI) who will place initials or stamp to the right of the tool container number as shown in the following example:

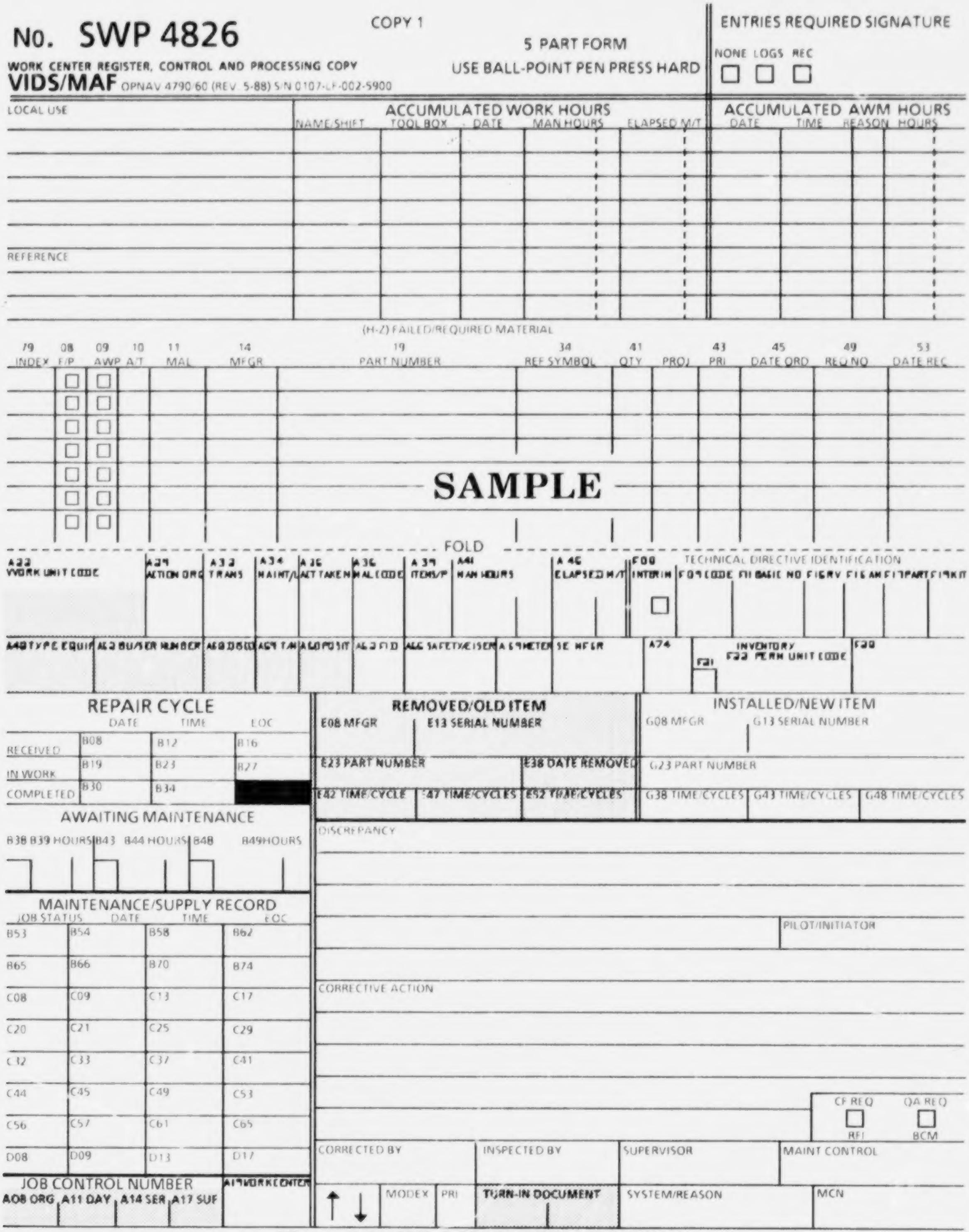
ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	M HRS	ELPSD M/T
MUSIL	6 /S/	9101	1 3	1 3
PIE'			1 3	
PROFFER	3 /S/	9102	1 7	1 7
DEVALL			1 7	

9.2.4.4.3 Date. Enter the Julian date on which the action takes place.

9.2.4.4.4 Man-hours. Enter the number of man-hours that were expended to correct the discrepancy (in hours and tenths).

9.2.4.4.5 Elapsed Maintenance Time (EMT). Enter number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example if three men worked together for 2.5 hours to make a repair, the total man-hours would be 7.5 and the EMT would be 2.5 hours.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE | A29 ACTION ORG | A32 TRANS | A34 MAINT/L | A35 ACT TAKEN | A36 MAL CODE | A39 ITEMS/P | A41 MAN HOURS | A45 ELAPSED M/T | F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP | A52 BU/SER NUMBER | A58 DISC | A59 TM | A60 POSIT | A62 FID | A66 SAFETY/EISN | A69 METER | SE MFGR | A74 | F21 | INVENTORY F22 PERM UNIT CODE | F30

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

PILOT/INITIATOR

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER: A08 ORG | A11 DAY | A14 SER | A17 SUF

A19 WORK CENTER

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-11 VIDS/MAF (OPNAV 4790/60)

9.2.4.5 Accumulated Awaiting Maintenance (AWM) Hours Block. This block may be used as a scratch pad to record awaiting maintenance hours accumulated against a job. This block is best used by recording the beginning date and time of the AWM period with the proper AWM reason code. At the end of the AWM period, calculate the accumulated AWM hours and enter in the hours section of this block. AWM codes are listed in Appendix N.

9.2.4.6 (H-Z) Failed/Required Material Block. This section will be used to document a failed part without an awaiting parts (AWP) situation, a failed part and an AWP situation occurring simultaneously, an AWP situation without a failed part, and a supply request only, with no failed part or AWP situation. The supply request only will not have an index letter in block 79 (Figure 9-12).

NOTE

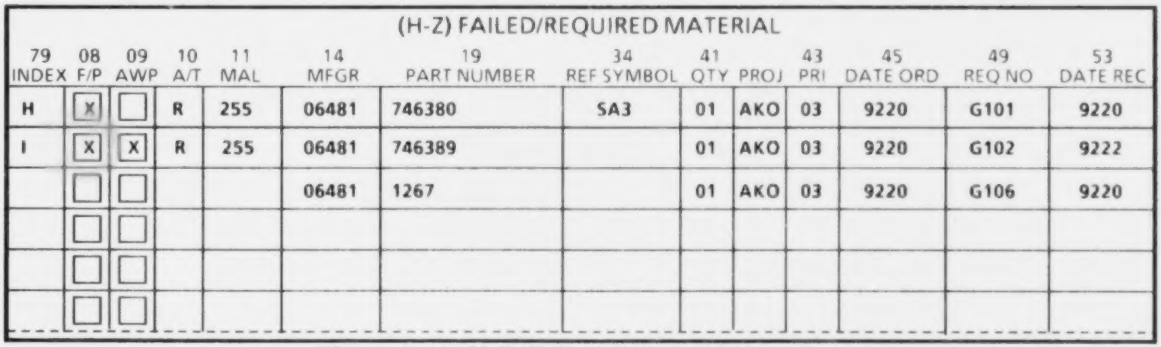
> When additional space is required in the accumulated work hours, accumulated AWM hours, or (H-Z) failed/required material blocks, locally reproduce the VIDS/MAF, in the same format, from the annotated "fold line" to the top of the form. Ensure that the VIDS/MAF document number, located in the upper left hand corner of the form, is eradicated/left blank since the document number on the initial form will be used during data entry operations.

9.2.4.6.1 Block 79 Index. Enter letters H - Z. These letters represent a specific record type to be extracted from the VIDS/MAF by the DSF for failed parts and AWP. Index letters H - Z shall be assigned to block 79 in alphabetical order. This allows the 19 most significant failed parts to be reported against a specific maintenance action. For example, assignment of index H in block 79 indicates the first failed part record, Z indicates the last and 19th failed parts record against the maintenance action. The purpose of block 79 is to flag engineering data items only, not supply usage data. Therefore, only significant failed parts will be annotated with H - Z in this block (that is, those items which are known or suspected to have contributed to the discrepancy reported in the discrepancy block of the VIDS/MAF).

9.2.4.6.2 Block 08 F/P (Failed Parts). Enter an (x) to denote a failed part if the failed material or parts replaced during the repair are piece parts that have failed in a major component. Common hardware, nuts, screws, safety wire, seals, gaskets, washers, fittings, etc., that are routinely replaced during a maintenance action will be documented only if their failure is known or suspected to have contributed to the discrepancy. Data blocks 79 through 41 must be documented to indicate failed parts information.

NOTE

> Pre-expended bin (PEB) items such as common hardware, nuts, bolts, screws, safety wire, seals, gaskets, fittings, and washers, that are routinely replaced during a maintenance action that DO NOT contribute to the discrepancy, will be listed in blocks 14 through 53 for material ordering purposes only. Data blocks 79, 08, 09, 10, and 11 will be left blank. Do not document items available in the PEB (only those items that are not in stock for material ordering purposes) unless PEB items caused the failure or were suspected of contributing to the discrepancy.



(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	R	255	06481	746380	SA3	01	AKO	03	9220	G101	9220
I	☒	☒	R	255	06481	746389		01	AKO	03	9220	G102	9222
	☐	☐			06481	1267		01	AKO	03	9220	G106	9220
	☐	☐											
	☐	☐											
	☐	☐											

Figure 9-12 (H-Z) Failed/Required Material

9.2.4.6.3 Block 09 AWP (Awaiting Parts). Immediately upon receipt of notification that the repair part(s) is/are not available on the ship/station, the work center supervisor will assure an (x) is entered if the failed/required material is causing an awaiting parts status of the repairable item identified in the WUC block A22. Only those items that caused the AWP status will be marked (x). In all cases, even if notification of nonavailability of repair parts is not received, the AWP component is to be delivered to the AWP holding area within 24 hours from the time the need for a repair part was discovered by the work center. (This block is used at maintenance level 2 only.)

9.2.4.6.4 Block 10 A/T (Action Taken Code). Enter the one-character alpha or numeric code which describes the action taken against the removed module, subassemblies, or significant failed parts required. Action taken codes are listed in Appendix E.

9.2.4.6.5 Block 11 MAL (Malfunction Description Code). Enter the code that best describes the malfunction occurring within the removed subassembly. Malfunction description codes are listed in Appendix I.

9.2.4.6.6 Block 14 MFGR (Manufacturer's Code). Enter the manufacturer's code of failed part or required material.

9.2.4.6.7 Block 19 PART NUMBER. Enter the manufacturer's part number of the failed or required material.

9.2.4.6.8 Block 34 REF SYMBOL (Reference Symbol). Enter the alpha/numeric code which identifies a piece part as distinct from other items of the same part number in a single subassembly or circuit (such as, of four of the same diodes within a circuit, each has the same part number but a different reference symbol). These are found in the illustrated parts breakdown manual for the weapon system.

9.2.4.6.9 Block 41 QTY (Quantity). Enter the quantity of failed or required material.

9.2.4.6.10 PROJ (Project). Enter project code as applicable.

9.2.4.6.11 Block 43 PRI (Priority). Enter the Military Standard Requisitioning and Issue Procedures (MILSTRIP) priority assigned to the material requisition.

9.2.4.6.12 Block 45 DATE ORD (Date Ordered). Enter the Julian date material was requisitioned.

9.2.4.6.13 Block 49 REQ NO (Requisition Number). Enter the MILSTRIP requisition number of the material required to complete the maintenance action.

9.2.4.6.14 Block 53 DATE REC (Date Received). Enter the Julian date that requisitioned material is received.

9.2.4.7 Block A22 WORK UNIT CODE. Enter the WUC that identifies the system, specific engine, or component on which work is being performed. In cases where removed repairable components do not have a WUC assigned, use the five or seven-character not otherwise coded (NOC) code provided by the system, or component. A consumable item replaced on a VIDS/MAF should reflect the system or next higher assembly (NHA) code.

NOTE

> Support Action Codes 030 (inspection) and 049 (preservation/depreservation) are used on the VIDS/MAF as the WUC for conditional and acceptance/transfer inspections and for preservation/depreservation.

9.2.4.8 Block A29 ACTION ORG (Action Organization). Enter the organization code of the organization accomplishing the work. Organization codes are listed in NAMSO 4790.A7065-01 report.

9.2.4.9 Block A32 TRANS (Transaction Code). Enter the two-character numeric transaction code used to identify the type of data being reported. Appendix P contains a complete list of these codes with definitions.

9.2.4.10 Block A34 MAINT/L (Maintenance Level). Enter the level of maintenance (1 thru 3) which is performed (not necessarily the level assigned to the activity).

9.2.4.11 Block A35 ACT TAKEN (Action Taken Code). Enter the one-character alpha or numeric code that describes the action that has been taken. This code describes what action has been performed on the item identified by the WUC. Action

Taken Code A (discrepancy checked, no repair required) is used only in those cases where an inspection or operational check has been performed and the reported trouble cannot be duplicated or does not exist. In such cases use the Malfunction Description Code 799 (no defect). Adjustments made to peak a system which is within tolerances may use this code with the appropriate malfunction code, for example, A-127, A-281, A-282. A consumable item replaced on a VIDS/MAF should reflect the system or NHA code only in block A22 (WUC) and Action Taken Code B or C in block A35. Action Taken Code R should be used in block 10 (H-Z Failed/Required Material) for parts replaced. Action taken codes are in Appendix E.

NOTE

> The TD status code is a single-character alpha code used to indicate the status of compliance with a TD. This code applies to block A35 (action taken) of the VIDS/MAF when reporting TD status. These codes are in Appendix J.

9.2.4.12 Block A36 MAL CODE (Malfunction Description Code). Enter the three-character alpha/numeric code used to describe the malfunction which caused the maintenance action on the item described by the WUC. These codes are divided into three logical groups to assist personnel in finding the most applicable code as follows (Malfunction description codes are contained in Appendix I):

a. Conditional (no fault) Group. These codes are used when a nondefective item is removed, or when the defect/malfunction is not the fault of the item in question.

b. Reason for Removal Group. These codes are used to generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.

c. Reason for Failure Group. These codes are used to generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.

9.2.4.13 Block A39 ITEMS/P (Items Processed). Enter the number of times that an action, indicated by an action taken code, is applied to the item identified by the WUC recorded on a VIDS/MAF, for example, since the fuel nozzle of a jet engine has a WUC, replacement of five fuel nozzles would be documented as five items processed. In contrast, replacement of several transistors in an electronic assembly would be documented as one item processed, with the WUC identifying the electronic assembly being repaired and the action taken code indicating repair. VIDS/MAFs submitted for close outs by work centers at the end of, or during a reporting period will indicate 0 items processed. The Items Processed block is limited to two characters. If the count exceeds 99, an additional form must be prepared and submitted.

9.2.4.14 Block A41 MAN HOURS. Entries in the Man-Hours block represent all man-hours expended by assigned personnel to complete the work described on the source document as defined in Appendix C. Hours and tenths worked, multiplied by the number of men working, equals total man-hours. Entry in the Man Hours block does not include labor hours for any work center other than the one submitting the document, for example, if two work centers jointly correct a discrepancy (same job control number) on the same aircraft or equipment, workers from each work center submit a source document with that particular work center's labor hours in the Man Hours block. To convert minutes to hours and tenths, use the following example:

MINUTES	TENTHS	MINUTES	TENTHS
1-2	0.0	33-38	0.6
3-8	0.1	39-44	0.7
9-14	0.2	45-50	0.8
15-20	0.3	51-56	0.9
21-26	0.4	51-60	1.0
27-32	0.5		

9.2.4.15 Block A45 ELAPSED M/T (Elapsed Maintenance Time). Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job, for example, if three men worked together for 2.5 hours to make a repair, the total man-hours (block A41) would be 7.5

hours and the EMT would be 2.5 hours.

9.2.4.16 TECHNICAL DIRECTIVE IDENTIFICATION (Blocks F08 through F19). Enter the 12 or 13 characters that identify the specific TD incorporated or being incorporated in the type equipment identified in block A48. This block is divided into seven sections and the data will be entered in each section as follows:

a. Block F08 INTERIM. Enter an X to indicate an interim TD; otherwise leave blank.

b. Block F09 CODE. Enter the two-character numeric code that denotes the type of directive being incorporated. TD codes are in Appendix L.

c. Block F11 BASIC NO. Enter the four numeric characters identifying the basic TD, preceded by a zero(s) to complete the field.

d. Block F15 RV (Revision). Enter the one alpha character that denotes the specific revision of the basic TD. Leave blank if not applicable.

e. Block F16 AM (Amendment). Enter the one numeric amendment number of the basic TD. Leave blank if not applicable.

f. Block F17 PART. Enter the two-character numeric part number as listed in the TD. Leave blank if not applicable.

g. Block F19 KIT. Enter the two-character alpha/numeric number of the specific kit incorporated. If no kit is required, enter 00 in this section.

9.2.4.17 Block A48 TYPE EQUIP (Type Equipment Code). Enter the TEC that describes the end item on which work is being performed. TEC structuring is explained in Appendix Q. The specific TECs are listed in NAMSO 4790.A7210-03 report.

9.2.4.18 Block A52 BU/SER NUMBER (Bureau/Serial Number). Enter the bureau or serial number of the equipment or end item on which work is being performed. If more than six digits, enter the last six; if less than six digits, prefix with sufficient zeros to total six characters. This block must not be blank. Enter 0 in this block when using the VIDS/MAF to document work on groups of like items, for example, jacks, stands, common aeronautical equipment, or items not identified by bureau/serial number. In cases of on-equipment work at the O-level for personal survival equipment, enter the first letter of the aircrewman's first and last name and last four digits of the social security number.

9.2.4.19 Block A58 DISCD (When Discovered Code). The when discovered code is a single alpha character that identifies when the need for maintenance was discovered. These codes are applicable to the VIDS/MAF only. The three sets of when discovered codes that cover the equipment categories follow:

a. Aircraft and engines.

b. SE, precision measuring equipment (PME), and expeditionary airfield.

c. Missiles/missile targets.

9.2.4.20 Block A59 TM (Type Maintenance Code). Enter the one-character alpha or numeric code used to describe the type of work being accomplished, for example, scheduled, unscheduled, supply support. Definitions and explanations of these codes are in Appendix H.

9.2.4.21 Block A60 POSIT (Position Sensitive Indicators (PSIs)). Enter PSIs which are used to evaluate performance/logistics characteristics between identical components. PSIs are included in the applicable WUC manuals (NA01-xxx-8 series) and are identified by a double asterisk (**) preceding the WUC. When a component has been identified in the WUC manual as position sensitive, it will be mandatory that the PSI be documented in block A60 of the VIDS/MAF. Identifiers are categorized into two groups as follows.

9.2.4.21.1 General Position Codes. A two digit alphanumeric code which indicates a specific location by use of plain language:

a. LH/RH - Indicates left-hand or right-hand installation such as main landing gear components, tires, side by side cockpit components, etc.

b. FW/AF - Indicates fore and aft positions such as tandem cockpit components.

c. UP/LW - Indicates upper or lower positions such as anticollision lights or antennas.

d. PR/SC/AL - Indicates primary, secondary, or alternate positions such as hydraulic components or multiple avionics component installations.

e. 01, 02, 03, 04, etc. - Indicates positions using a sequential numbering system, such as helicopter rotor dynamic components, or a numbering system used to identify the position of fuel nozzles on a gas turbine engine.

9.2.4.21.2 Specific Position Codes. A two digit alphanumeric code which indicates a specific location using alpha/numeric sequencing:

a. A1 - Bleed Valve, Stg 5, 2 o'clock, #1 engine.

b. B1 - Bleed Valve, Stg 5, 4 o'clock, #1 engine.

c. A2 - Bleed Valve, Stg 5, 2 o'clock, #2 engine.

d. B2 - Bleed Valve, Stg 4, 4 o'clock, #2 engine.

9.2.4.22 Block A62 FID (Fault Isolation Detection). Leave blank, reserved for future use. (Under development.)

9.2.4.23 Block A65 SAFETY/EI SER (Safety/Engineering Investigation Serial Number). Enter the locally assigned four digit control number from the Naval Aviation Maintenance Discrepancy Reporting Report Control Number.

9.2.4.24 Block A69 METER. This block is mandatory when TECs for on equipment work is G, H, or S and maintenance level is 1.

9.2.4.25 SE MFGR. Leave blank.

9.2.4.26 Block A74. Leave blank (reserved for future expansion).

9.2.4.27 Block F21 Inventory Code. Enter the one digit inventory code that describes the status of the equipment during the transaction (Appendix F).

9.2.4.28 Block F22 PERM UNIT CODE (Permanent Unit Code (PUC)). Enter the six digit PUC of the organization completing the transaction (aircraft only).

9.2.4.29 Block F28. Leave blank (reserved for future expansion).

9.2.4.30 Repair Cycle Blocks

9.2.4.30.1 Received Block

a. Block B08 Date. Enter the Julian date the discrepancy was reported.

b. Block B12 Time. Enter the time the discrepancy was reported.

c. Block B16 EOC (Equipment Operational Capability Code). Enter the appropriate EOC code that describes the degradation to the equipment's mission capability.

9.2.4.30.2 In Work Block

a. Block B19 Date. Enter the Julian date work was begun on the discrepancy.

b. Block B23 Time. Enter the time work was begun on the discrepancy.

c. Block B27 EOC. Enter the appropriate EOC code that describes the degradation to the equipment's mission capability.

9.2.4.30.3 Completed Block

a. Block B30 Date. Enter the Julian date maintenance action was completed.

b. Block B34 Time. Enter the time the repair action was completed.

9.2.4.31 Blocks B38 - B49 Awaiting Maintenance Reason and Hours Blocks. Enter the applicable AWM hours and reason codes for SCIR related maintenance actions. These blocks will be filled out at the end of the maintenance action or upon close out. Order of significance may be determined by local policy.

9.2.4.32 Maintenance/Supply Record Blocks are as follows:

a. Blocks B53, B65, C08, etc. Job Status. Enter the proper alpha character prefix for any change in status. The alpha character M (maintenance) and S (supply) shall be used. As an example, the prefix S will be used when maintenance is halted due to awaiting parts. The prefix M will be used to indicate the end of an AWP status or a change in mission capability.

b. Blocks B54, B66, C09, etc. Date. Enter the

Julian date the S or M situation begins.

c. Blocks B58, B70, C13, etc. Time. Enter the time the S or M situation begins.

d. Blocks B62, B74, C17, etc. EOC. Enter the appropriate EOC code that describes the degradation to the equipment's mission capability.

9.2.4.33 Removed/Old Item Blocks. Blocks E08 - E52. These blocks are completed on the VIDS/MAF when a repairable component is removed from the end item or major component on which work is being performed. Enter the manufacturer's code, serial number, and part number {A} or lot number for the CART, CAD, or AEPS device. If the part number is more than 15 characters, enter the last 15. In block E38, enter the Julian date the repairable component is removed from the equipment. In block E42, enter the time/cycle, preceded by an alpha character as listed in Appendix G. In block E47, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, or if the item fails after the warranty expiration date, no W entry should be made since the item is no longer under warranty. In block E52, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

9.2.4.34 Installed/New Item Blocks. Blocks G08-G48. These blocks are completed on the VIDS/MAF when a repairable component is installed on the end item or the major component on which work is being performed. Enter the manufacturer's code, the serial number, and the part number {A} or lot number for the CART, CAD, or AEPS device. If the part number is more than 15 characters, enter the last 15. In block G38, enter the time/cycle preceded by an alpha character listed in Appendix G. In block G43, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length and expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, no W entry should be made since the item is no longer under warranty. In block G48, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

NOTE

Removed and Installed Item blocks shall be completed when recording cannibalization actions, or when Action Taken Code P, Q, or R is used.

9.2.4.35 DISCREPANCY. Enter a narrative description of the reported discrepancy.

9.2.4.36 PILOT/INITIATOR Block. The individual who originates the discrepancy prints their name and rank/rate in this block.

9.2.4.37 CORRECTIVE ACTION. Enter a narrative description of the action taken to correct the discrepancy.

9.2.4.38 CF REQ/RFI Block. This is a dual purpose block for use by the O- and intermediate (I-) level activities. The O-level activity will enter an (x) if a check flight is required after completion of the maintenance action. The I-level activity will enter an (x) if the repair action is ready for issue (RFI).

9.2.4.39 QA REQ/BCM Block. This is a dual purpose block for use by the O- and I-level activities. The O-level activity will enter an (x) if the maintenance action requires a quality assurance representative (QAR) inspection. (Not applicable to CDI inspection.) The I-level activity will enter an (x) if the repair action is beyond capability of maintenance (BCM).

9.2.4.40 CORRECTED BY Block. The worker or crew leader who performs the maintenance action signs their name and enters their rate in this block.

9.2.4.41 INSPECTED BY Block. The QAR or CDI who inspects the job for proper standards signs their name and enters their rate in this block.

9.2.4.42 SUPERVISOR Block. The work center supervisor or his assistant signs their name and enters their rate in this block to indicate that screening has been performed and that the QA and Tool Control Program requirements have been complied with.

9.2.4.43 MAINT CONTROL Block. The individual clearing the discrepancy from the VIDS board will sign their name and enter their rate in this block.

9.2.4.44 JOB CONTROL NUMBER (JCN) Blocks A08 - A17. Enter the assigned JCN as per Chapter 2. In the case of a maintenance action being performed on transient aircraft (Navy or nonNavy), the first three positions, block A08, are always the organization code of the aircraft reporting custodian.

NOTE

> For subcustody SE in the custody of another department that requires repair by the aircraft intermediate maintenance department (AIMD) the JCN will be assigned by the AIMD production control, reflecting the AIMD organization code.

9.2.4.45 Block A19 WORK CENTER. Enter the code of the work center performing the maintenance action described on the VIDS/MAF. Work center codes are listed in Appendix D.

9.2.4.46 UP or DOWN Arrow. Circle as appropriate to indicate equipment status.

9.2.4.47 MODEX. For local use.

9.2.4.48 PRI (Priority). Used by I-level to assign workload priorities.

9.2.4.49 TURN-IN DOCUMENT Block. Enter the Julian date and requisition document number on which the specific item was ordered from the Failed/Required Material blocks 45 and 49, to assist in local supply control.

9.2.4.50 SYSTEM/REASON Block. Included for future use by NALCOMIS.

9.2.4.51 MCN (MAF Control Number) Block. Included for future use by NALCOMIS.

9.3 Support Equipment (SE), Training Devices, Missile Target Documentation

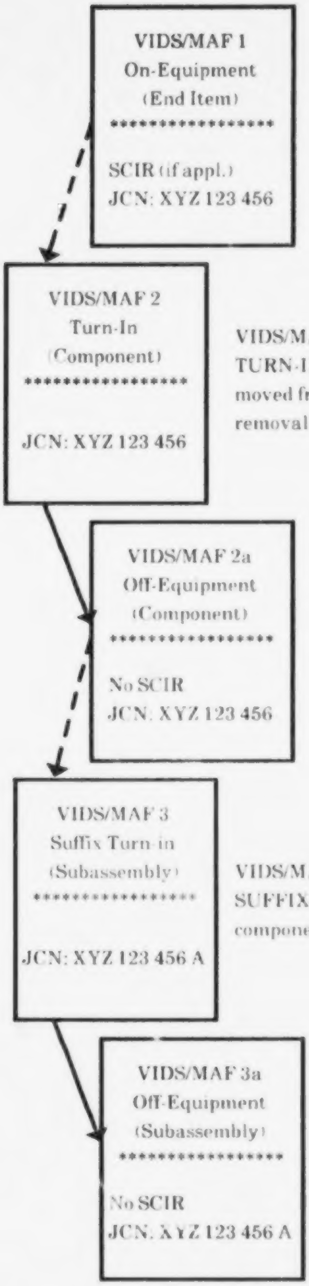
9.3.1 Introduction. This paragraph prescribes the method for collecting maintenance, readiness, inventory, and utilization data on equipment. This information is used to evaluate equipment reliability and maintainability, and provide data for engineering analysis to improve or replace equipment. The term SE encompasses all support equipment including that commonly known as yellow gear, test sets and benches, run up stands, diagnostic equipment, {R} PME and equipment used to maintain aircraft, aircraft components, or SE, such as drill presses, lathes, grinders, sewing machines, or welders. These items of SE are identified by D, G, H, and S series TECs. Support equipment gas turbine engines (SEGTEs) are identified by P series TECs. Items of SE may be inventoried using Inventory Code 0, except for training devices which require inventory and SCIR as applicable. The source documents used are VIDS/MAFs, METER cards, and SAFs.

9.3.1.1 General Information. This section defines terms, and describes data blocks and procedures that are of special interest to SE documentation.

9.3.1.1.1 Utilization. End item utilization is accounted for by entering a five-position meter reading in block A69 (meter) any time on-equipment work is performed on SE. If the equipment has a meter that records end item utilization, the whole hours (no tenths) or starts/cycles from the meter are preceded by the letter M or S as appropriate and enough zeros to make a five position entry. If the equipment does not have a meter, enter A0000. This block will be left blank when performing off-equipment work. Training device utilization will be documented on the training device utilization form (TDUF).

9.3.1.1.2 Metrology Automated System for Uniform Recall and Reporting (MEASURE) is a data processing system for recall and scheduling of test, measuring, and diagnostic equipment into calibration facilities. The PME Work Center (670) documents all calibration and repair on a METER card in accordance with the MEASURE Users Manual (OPNAV 43P6A (NOTAL)) issued by the Naval Air Systems Command (NAVAIR). For VIDS/MAF documentation in support of PME actions, refer to paragraph 9.3.10.

9.3.1.1.3 The Aircraft Maintenance Material


VIDS/MAF 1
On-Equipment
(End Item)
****
SCIR (if appl.)
JCN: XYZ 123 456
VIDS/MAF 2
Turn-In
(Component)
****
JCN: XYZ 123 456
VIDS/MAF 2a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 456
VIDS/MAF 3
Suffix Turn-in
(Subassembly)
****
JCN: XYZ 123 456 A
VIDS/MAF 3a
Off-Equipment
(Subassembly)
****
No SCIR
JCN: XYZ 123 456 A

VIDS/MAF 1
ON-EQUIPMENT WORK. A VIDS/MAF is generated for all work performed on an end item of SE. If no repairable component is removed, this is the only document required.

VIDS/MAF 2
TURN-IN DOCUMENT. A VIDS/MAF is generated whenever a repairable component is removed from an end item for off-equipment work. A turn-in document will have the same JCN as the removal document, and will be submitted to AMSU.

VIDS/MAF 2a
OFF-EQUIPMENT. Complete the maintenance action on the removed component by completing the turn-in document. If no repairable subassemblies are removed, this is the last document required.

VIDS/MAF 3
SUFFIX Turn-in. A VIDS/MAF is generated for each repairable subassembly removed from a component during off-equipment work. A suffix VIDS/MAF will have a suffix of the original JCN.

VIDS/MAF 3a
OFF-EQUIPMENT. Complete the maintenance action on a removed subassembly by completing the suffix turn-in document. If no repairable sub-subassembly is removed, this is the last document required.

NOTE

If a repairable sub-subassembly is removed from a subassembly, repeat the procedures shown in VIDS/MAF 3 and 3a.

Figure 9-19 Types of VIDS/MAFs Used for SE/Training Devices/Missile Target Documentation

Readiness List (AMMRL) Program collects data to establish SE requirements, distribute assets, and provide a base for SE budgeting requirements. Outputs of the AMMRL Program are the Support Equipment Resources Management Information System and Individual Material Readiness List (IMRL). The AMMRL Program is promulgated by NAVAIRINST 13650.1B (NOTAL).

9.3.1.2 Maintenance Actions. This section prescribes the method of documenting SE maintenance actions on the VIDS/MAF. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures for maintenance action reporting for the AMMRL/IMRL Program.

9.3.1.2.1 Standard VIDS/MAF Procedures. Figure 9-19 illustrates the types of VIDS/MAFs required for SE/training devices/missile target documentation.

9.3.1.2.1.1 On-Equipment Work. A VIDS/MAF is generated for all on-equipment work performed on an end item of SE, except for calibration. (Refer to paragraph 9.3.10 for calibration documentation.) If no repairable component is removed, this is the only document required. Examples of on-equipment work requiring a VIDS/MAF are:

a. Repairing an end item.

b. Removing a repairable component from an end item for any reason, including calibration.

c. Compliance with a TD on an end item.

d. Inspecting an end item.

e. Documenting preservation/depreservation.

9.3.1.2.1.2 O-Level IMRL Reportable SE. A VIDS/MAF is used to induct O-level SE into the IMA for repair, periodic inspection, and TD compliance. Requesting activity delivers the VIDS/ MAF and SE to the IMA. Production control signs Copy 2 of the VIDS/MAF acknowledging receipt of the SE. Production control then schedules and inducts the SE into the appropriate work center. Documentation on the VIDS/MAF will follow standard VIDS/MAF documentation based upon the maintenance action requested (Figure 9-21).

9.3.1.2.1.3 Turn-In Document. A turn-in VIDS/MAF having the same JCN as the removal document is generated whenever a repairable component, except components removed for calibration, is processed for off-equipment work. If the component is from supply stock, the turn-in document is generated by supply as per paragraph 9.4.2. If the component is removed from an end item, the turn-in document is generated by the work center that removed it. A turn-in document is required even when the maintenance on the removed component is performed by the same person or shop that removed it.

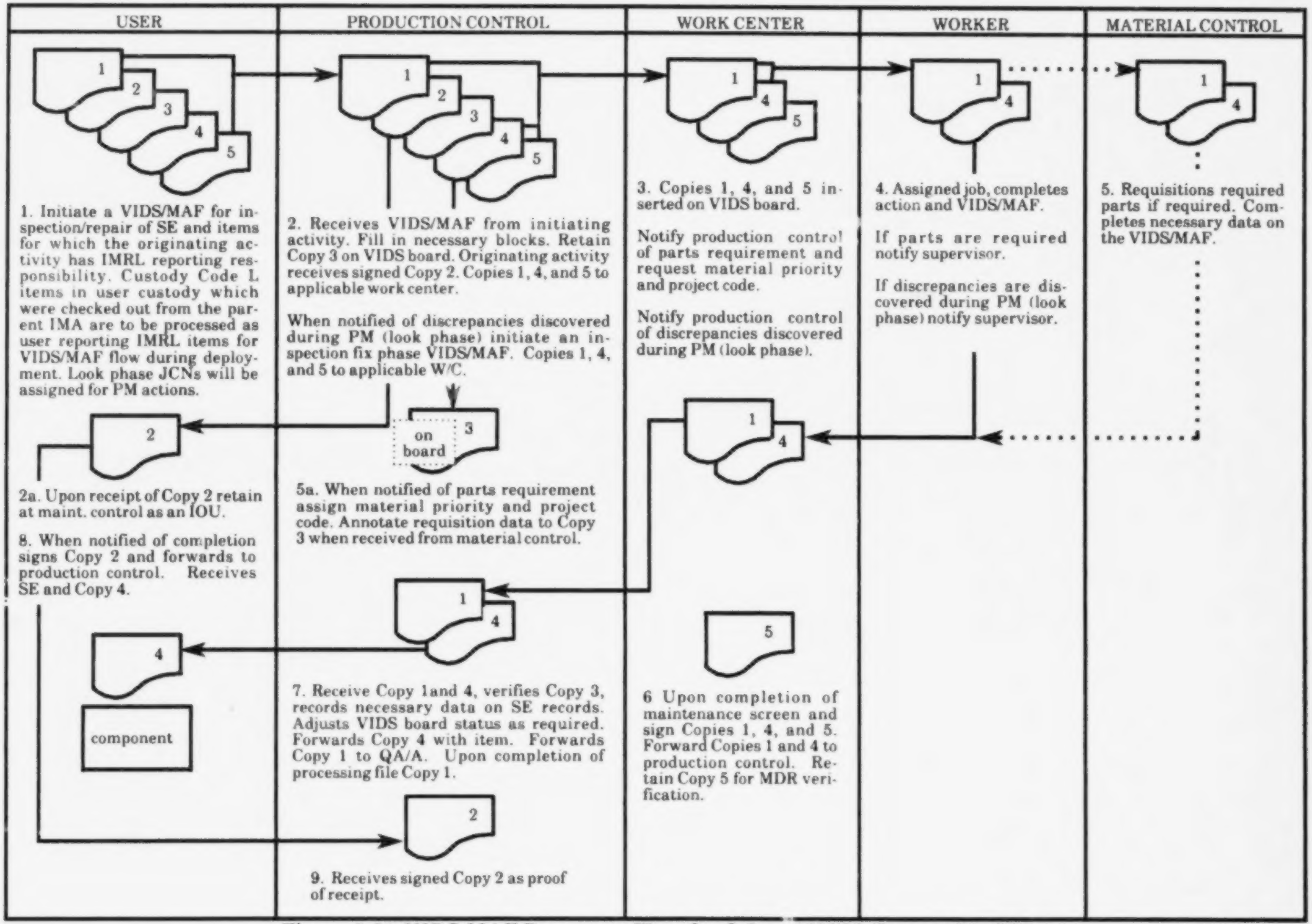
9.3.1.2.1.4 Removed Repairable Component. Maintenance actions on a removed repairable component are off-equipment work and documented by completing the turn-in VIDS/-MAF. If no repairable subassemblies are removed from the component, this is the last document required.

9.3.1.2.1.5 Suffix VIDS/MAF. An additional VIDS/MAF is generated for each repairable subassembly removed during off-equipment work. Each additional VIDS/MAF will have a suffix of the same JCN used for the original maintenance action, as per Chapter 2, paragraph 2.1.6.7d. A suffix VIDS/MAF is required, even when the maintenance of the removed subassembly is performed by the same person or shop that removed it.

9.3.1.2.1.6 Removed Repairable Subassembly. Maintenance actions on a removed repairable subassembly are off-equipment work and documented by completing the suffix VIDS/MAF. If no repairable sub-subassemblies are removed, this is the last document required.

9.3.1.2.1.7 Removed Repairable Sub-subassembly. If repairable sub-subassemblies are removed, repeat the procedures described in paragraphs 9.3.1.2.1.4 and 9.3.1.2.1.5.

9.3.2 SE Repair Action. The repair action is the maintenance action documented on the VIDS/MAF. The repair is the correction of a discrepancy or the declaration that a discrepancy did not exist. The term "documented in the normal manner", used throughout this section, refers to the repair action documentation procedures described in this paragraph.



1. Initiate a VIDS/MAF for inspection/repair of SE and items for which the originating activity has IMRL reporting responsibility. Custody Code L items in user custody which were checked out from the parent IMA are to be processed as user reporting IMRL items for VIDS/MAF flow during deployment. Look phase JCNs will be assigned for PM actions.

2. Receives VIDS/MAF from initiating activity. Fill in necessary blocks. Retain Copy 3 on VIDS board. Originating activity receives signed Copy 2. Copies 1, 4, and 5 to applicable work center.

When notified of discrepancies discovered during PM (look phase) initiate an inspection fix phase VIDS/MAF. Copies 1, 4, and 5 to applicable W/C.

3. Copies 1, 4, and 5 inserted on VIDS board.

Notify production control of parts requirement and request material priority and project code.

Notify production control of discrepancies discovered during PM (look phase).

4. Assigned job, completes action and VIDS/MAF.

If parts are required notify supervisor.

If discrepancies are discovered during PM (look phase) notify supervisor.

5. Requisitions required parts if required. Completes necessary data on the VIDS/MAF.

2a. Upon receipt of Copy 2 retain at maint. control as an IOU.

5a. When notified of parts requirement assign material priority and project code. Annotate requisition data to Copy 3 when received from material control.

8. When notified of completion signs Copy 2 and forwards to production control. Receives SE and Copy 4.

7. Receive Copy 1and 4, verifies Copy 3, records necessary data on SE records. Adjusts VIDS board status as required. Forwards Copy 4 with item. Forwards Copy 1 to QA/A. Upon completion of processing file Copy 1.

6 Upon completion of maintenance screen and sign Copies 1, 4, and 5. Forward Copies 1 and 4 to production control. Retain Copy 5 for MDR verification.

9. Receives signed Copy 2 as proof of receipt.

Figure 9-21 VIDS/MAF Document Flow for O-Level IMRL Reportable SE

End Item Repair (No Removed Component) (Figure 9-23)

Figure 9-23 is an example of a VIDS/MAF documented when repairing an end item if no repairable components are removed. Document SCIR if applicable. The following data blocks require entries to document a completed action:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), and/or record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 or 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

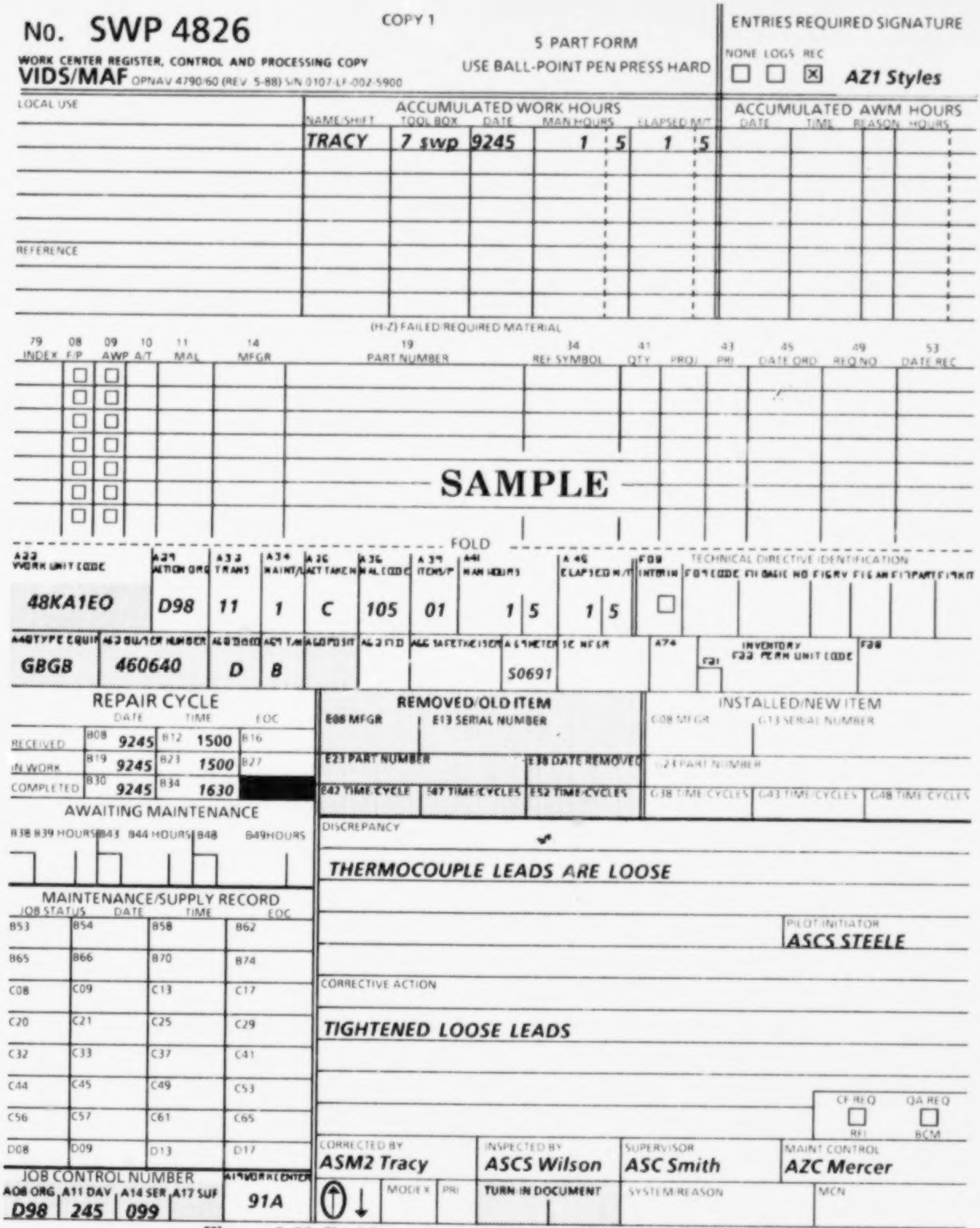
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ1 Styles

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
TRACY	7 swp	9245	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
48KA1EO	D98	11	1	C	105	01	1 5	1 5	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E ISCT	A67 METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GBGB	460640	D	B				S0691					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9245	B12 1500	B16
IN WORK	B19 9245	B23 1500	B27
COMPLETED	B30 9245	B34 1630	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	245	099		91A

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

THERMOCOUPLE LEADS ARE LOOSE

PILOT/INITIATOR: ASCS STEELE

CORRECTIVE ACTION

TIGHTENED LOOSE LEADS

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ASM2 Tracy	ASCS Wilson	ASC Smith	AZC Mercer

⇧ ↓ MODEX | PRI | TURN IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-23 End Item Repair (No Removed Component)

End Item Repair (Removed Repairable Component) (Figure 9-25)

Figure 9-25 is an example of a VIDS/MAF documented when repairing an end item that involved removal and replacement of a repairable component. A VIDS/MAF with a different JCN is required for each removed repairable component. Document SCIR if applicable. The following data blocks require entries to document a complete action:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s) and/or record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item. E47 denotes removal of a warranted item. E52 indicates the contract number.

G08 through G48 - Enter the appropriate data for the installed/new item. G43 denotes installation of a warranted item. G48 indicates the contract number.

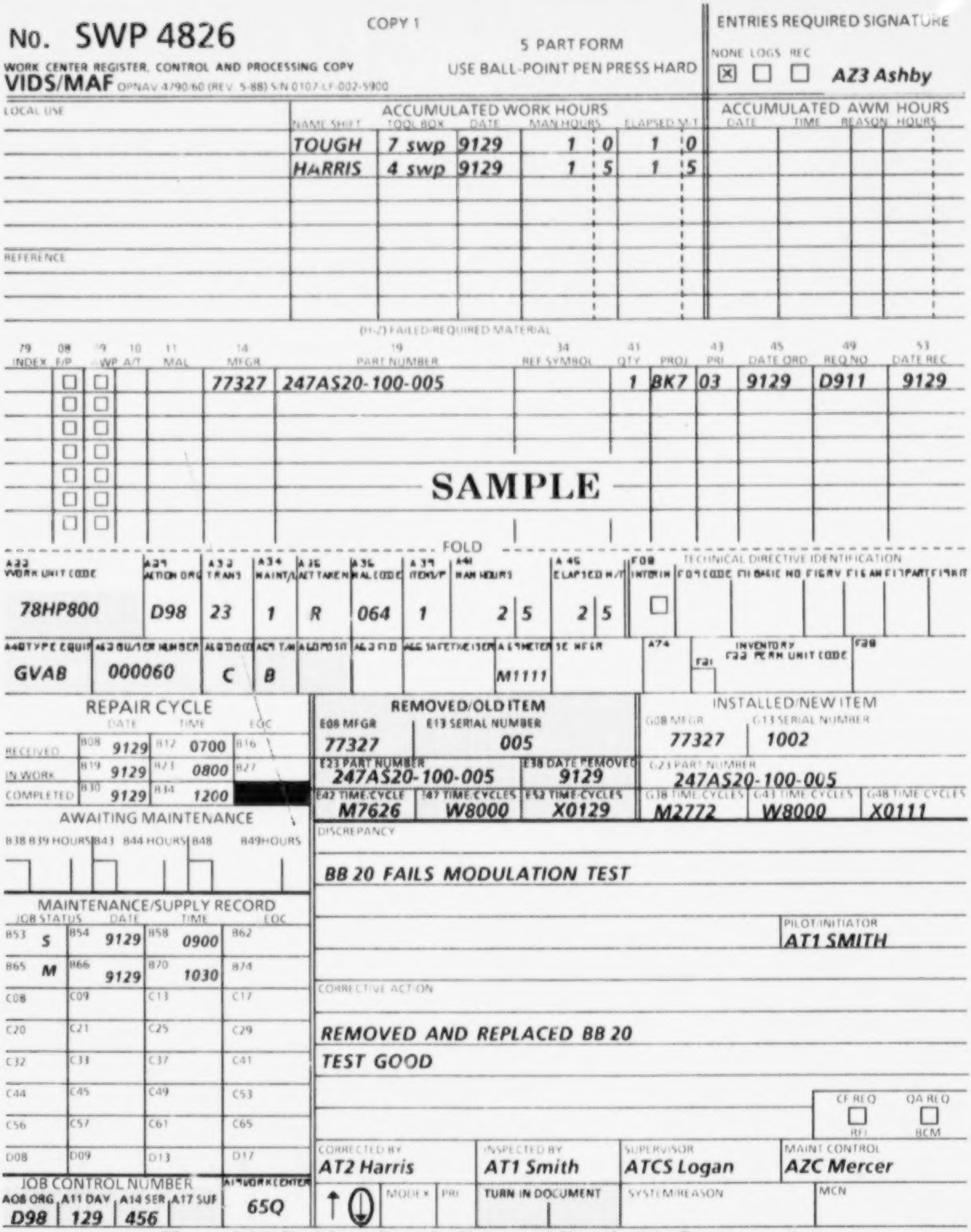
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Ashby

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
TOUGH	7 swp	9129	1 0	1 0
HARRIS	4 swp	9129	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			77327	247AS20-100-005		1	BK7	03	9129	D911	9129
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
78HP800	D98	23	1	R	064	1	2 5	2 5	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F18 REV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DODC	A51 T/M	A52 POSN	A62 FID	A66 SAFETY/E ISER	A67 METER	3C MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GVAB	000060	C	B				M1111					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9129	B12 0700	B16
IN WORK	B19 9129	B23 0800	B27
COMPLETED	B30 9129	B34 1200	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
77327	005

E23 PART NUMBER	E38 DATE REMOVED
247AS20-100-005	9129

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M7626	W8000	X0129

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
77327	1002

G23 PART NUMBER
247AS20-100-005

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M2772	W8000	X0111

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

BB 20 FAILS MODULATION TEST

PILOT/INITIATOR
AT1 SMITH

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9129	B58 0900	B62
B65 M	B66 9129	B70 1030	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED AND REPLACED BB 20

TEST GOOD

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Harris	AT1 Smith	ATCS Logan	AZC Mercer

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
D98	129	456		65Q

↑ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 9-25 End Item Repair (Removed Repairable Component)

End Item Repair of a SEGTE (No Removed Component) (Figure 9-27)

Figure 9-27 is an example of a VIDS/MAF documented when repairing an end item if no repairable components from a SEGTE are removed. Document SCIR if applicable. The following data blocks require entries to document a completed action:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the SEGTE, always enter numeric 1 for engine position in block 14, for example, PDCA1: enter the failed part(s), and/or record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 12 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the item being processed.

A52 - Enter the appropriate bureau/serial number

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

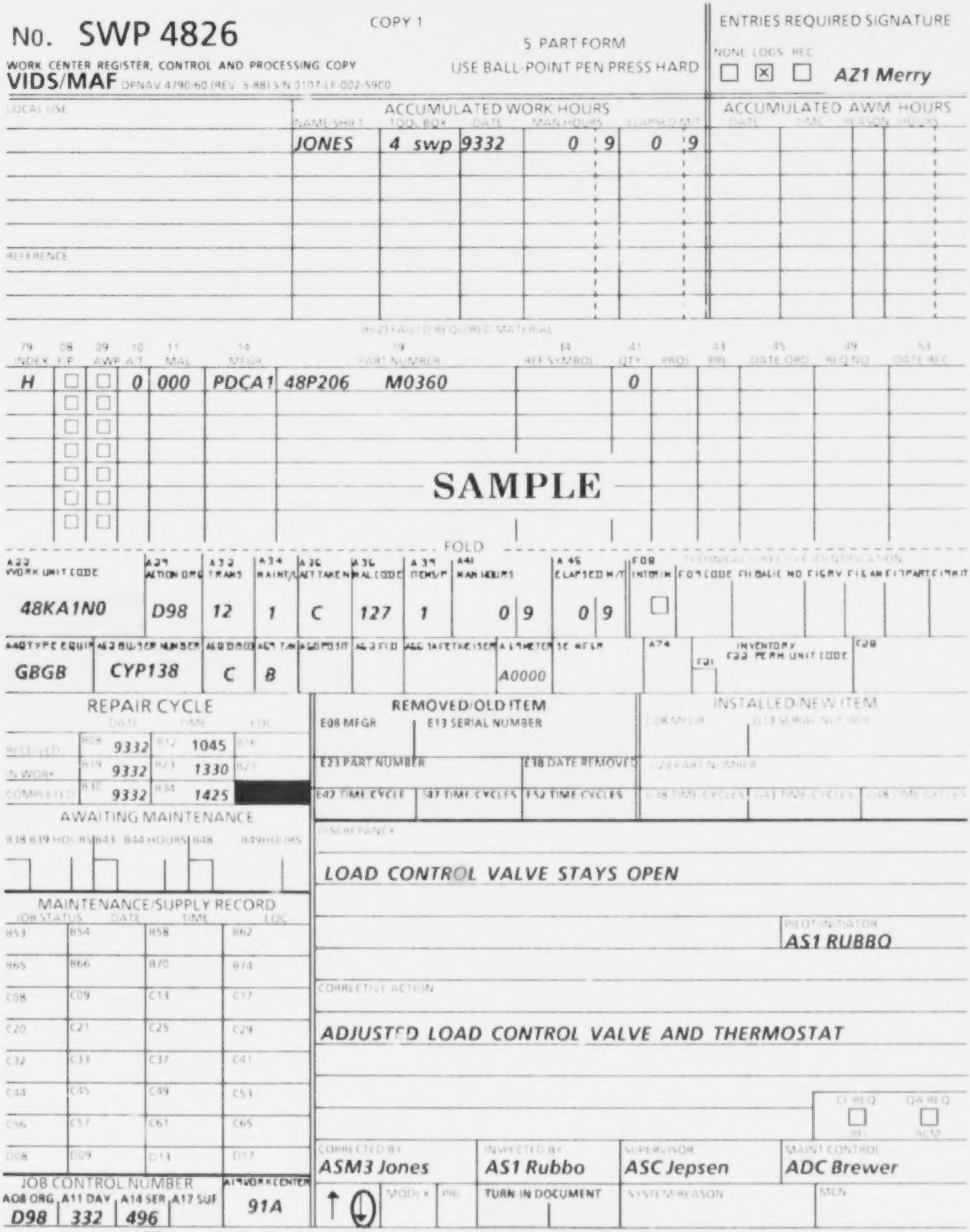
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 Merry

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	4 swp	9332	0 9	0 9

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 E/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	PDCA1	48P206 M0360		0					

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
48KA1N0	D98	12	1	C	127	1	0 9	0 9	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A 59 METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GBGB	CYP138	C	B				A0000					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9332	B12 1045	B16
IN WORK	B19 9332	B23 1330	B27
COMPLETED	B30 9332	B34 1425	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	332	496		91A

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME CYCLE

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME CYCLES

DISCREPANCY

LOAD CONTROL VALVE STAYS OPEN

PILOT/INITIATOR AS1 RUBBO

CORRECTIVE ACTION

ADJUSTED LOAD CONTROL VALVE AND THERMOSTAT

CF REQ ☐ QA REQ ☐

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ASM3 Jones	AS1 Rubbo	ASC Jepsen	ADC Brewer

↑ ⓓ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 9-27 End Item Repair of a SEGTE (No Removed Component)

Turn-In Document (Off-Equipment Repair) (Figure 9-29)

Figure 9-29 is an example of the turn-in document to initiate off-equipment repair of a removed component. A separate turn-in document with the same JCN as the removal VIDS/MAF is required for each removed component to be repaired. SCIR is not documented. The following data blocks are transcribed from the removal document (note the shaded data blocks on the VIDS/MAF):

A22 - Enter the specific WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

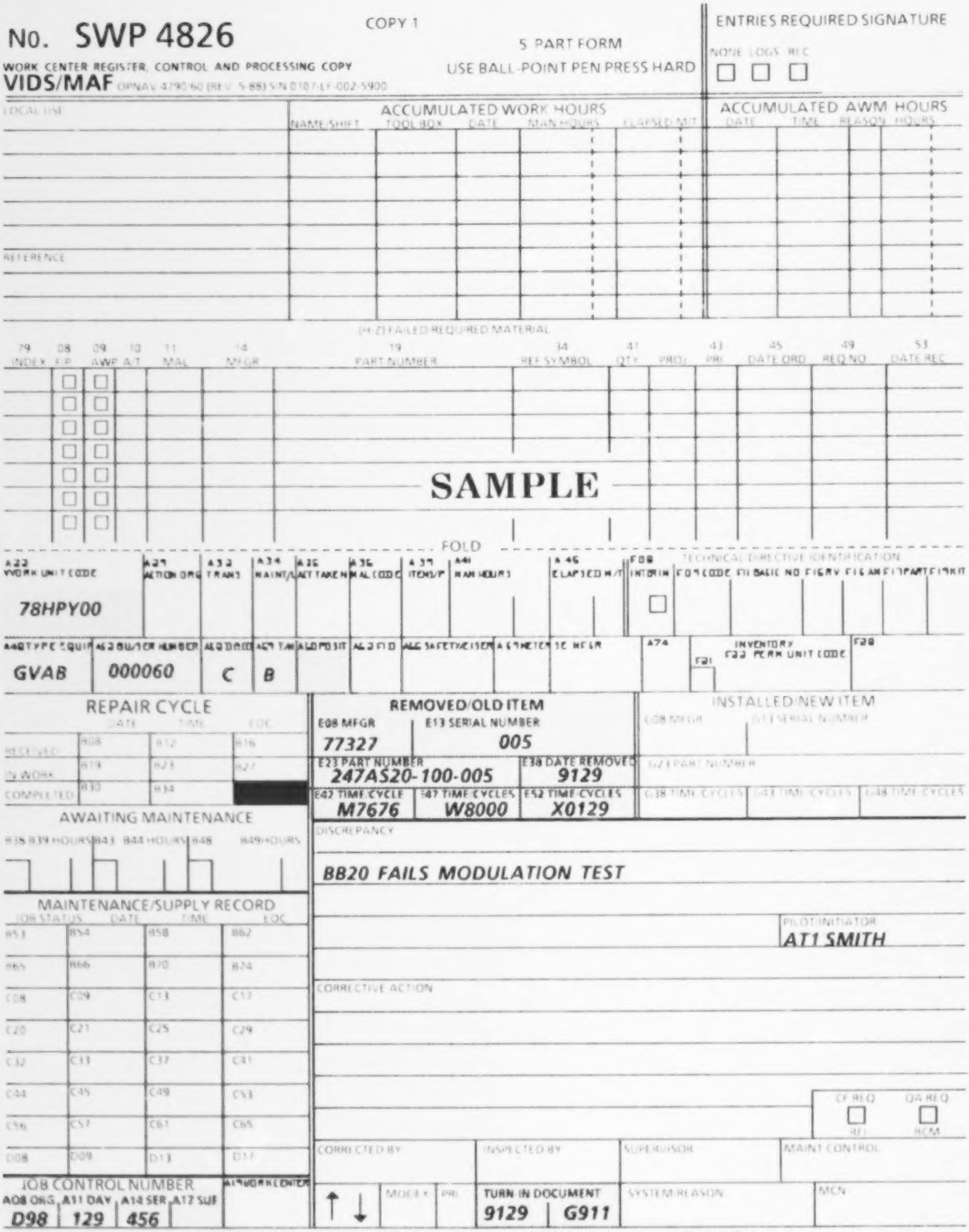
A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter requisition date and serial number for the replacement part.

NOTE

It an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE: 78HPY00

A29 ACTION ORG | A32 TRANS | A34 MAINT/L | A35 ACT TAKEN | A36 MAL CODE | A39 ITEMS/P | A41 MAN HOURS | A45 ELAPSED M/T | F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP: GVAB

A52 BU/SER NUMBER: 000060

A58 DISCREPANCY / WHEN DISCOVERED: C

A59 TYPE MAINT: B

A60 POSIT | A62 FID | A66 SAFETY/EI SER | A67 METER | SC MFGR | A74 | F21 | INVENTORY F22 PERM UNIT CODE | F28

REPAIR CYCLE: DATE | TIME | EOC

RECEIVED B08 | B12 | B16

IN WORK B19 | B23 | B27

COMPLETED B30 | B34

REMOVED/OLD ITEM

E08 MFGR: 77327

E13 SERIAL NUMBER: 005

E23 PART NUMBER: 247AS20-100-005

E38 DATE REMOVED: 9129

E42 TIME/CYCLE: M7676

E47 TIME/CYCLES: W8000

E52 TIME/CYCLES: X0129

INSTALLED/NEW ITEM: G08 MFGR | G13 SERIAL NUMBER | G23 PART NUMBER | G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE: B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

BB20 FAILS MODULATION TEST

PILOT/INITIATOR: AT1 SMITH

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

MAINTENANCE/SUPPLY RECORD: JOB STATUS | DATE | TIME | EOC

B53 | B54 | B58 | B62

B65 | B66 | B70 | B74

C08 | C09 | C13 | C17

C20 | C21 | C25 | C29

C32 | C33 | C37 | C41

C44 | C45 | C49 | C53

C56 | C57 | C61 | C65

D08 | D09 | D13 | D17

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER: A08 ORG. D98 | A11 DAY 129 | A14 SER. 456 | A17 SUF

A19 WORK CENTER

↑ ↓ MODEX | PRI

TURN IN DOCUMENT: 9129 G911

SYSTEM/REASON | MCN

Figure 9-29 Turn-In Document (Off-Equipment Repair)

SEGTE Repair Turn-In Document (Figure 9-31)

Figure 9-31 is an example of the turn-in document to initiate off-equipment repair of a SEGTE. The following data blocks are transcribed from the removal document (note the shaded data blocks on the VIDS/MAF):

A22 - Enter the specific WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

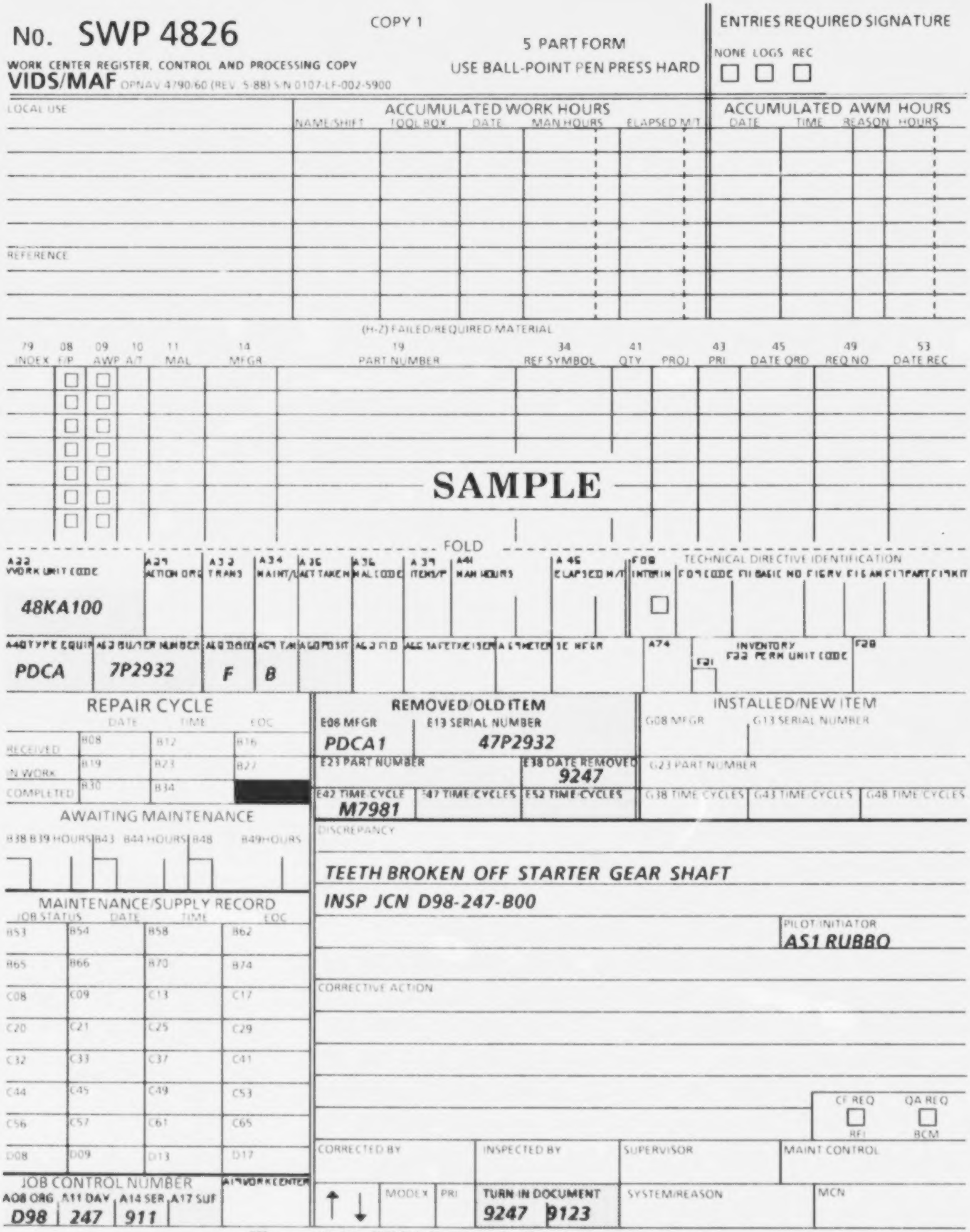
A65 - Enter the appropriate safety/EI number if applicable.

E08 through E52 - Enter the appropriate data for the removed/old item.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter requisition date and serial number for the replacement part.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
48KA100									☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 [illegible]	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A [illegible] METER	[illegible] MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
PDCA	7P2932	F	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR PDCA1

E13 SERIAL NUMBER 47P2932

E23 PART NUMBER

E38 DATE REMOVED 9247

E42 TIME/CYCLE M7981

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

TEETH BROKEN OFF STARTER GEAR SHAFT

INSP JCN D98-247-B00

PILOT/INITIATOR AS1 RUBBO

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	247	911		

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9247 9123

SYSTEM/REASON

MCN

Figure 9-31 SEGTE Repair Turn-In Document

Off-Equipment Component Repair (Figure 9-33)

Figure 9-33 is an example of a completed off-equipment component repair action documented by completing the turn-in VIDS/MAF. This is the last VIDS/MAF required if no repairable subassemblies are removed from the component. SCIR is not documented. The following data blocks require entries for a completed action, ((*) denotes those data blocks transcribed from the turn-in document).

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions(s) (if applicable).

A22* - Specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48* - TEC for the equipment.

A52* - Appropriate bureau/serial number.

A58* - Appropriate when discovered code (Appendix R).

A59* - Appropriate type maintenance code (Appendix H).

A60* - Appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52* - Appropriate data for the removed/old item.

A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Narrative description of the discrepancy.

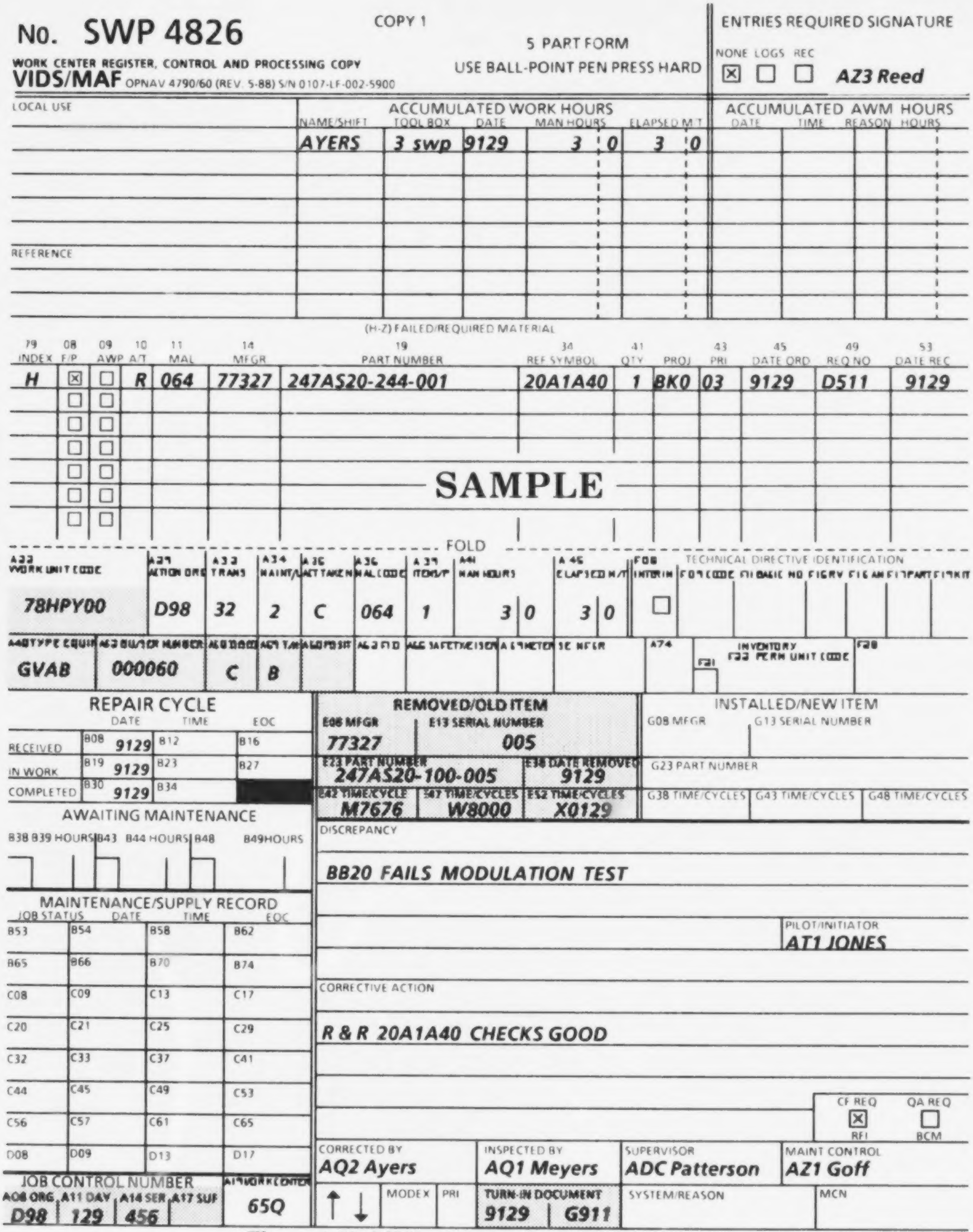
CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate as appropriate RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

*TURN-IN DOCUMENT - Requisition date and serial number.

NOTE

If an item is still under warranty at the time of failure, ensure Blocks E47 and E52 are completed.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Reed

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
AYERS	3 swp	9129	3 0	3 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	R	064	77327	247AS20-244-001	20A1A40	1	BK0	03	9129	D511	9129
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
78HPY00	D98	32	2	C	064	1	3 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A52	A53 T/M	A54 POSIT	A62 FID	A65 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GVAB	000060	C	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9129	B12	B16
IN WORK	B19 9129	B23	B27
COMPLETED	B30 9129	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
77327	005

E23 PART NUMBER	E38 DATE REMOVED
247AS20-100-005	9129

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M7676	W8000	X0129

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

BB20 FAILS MODULATION TEST

PILOT/INITIATOR AT1 JONES

CORRECTIVE ACTION

R & R 20A1A40 CHECKS GOOD

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AQ2 Ayers	AQ1 Meyers	ADC Patterson	AZ1 Goff

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
D98	129	456		65Q

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
			9129 G911		

Figure 9-33 Off-Equipment Component Repair

Suffix Turn-In Document (Figure 9-35)

Figure 9-35 is an example of the suffix VIDS/MAF turn-in document to initiate off-equipment repair of a subassembly removed from a component. A separate turn-in document with a different suffix of the JCN used for component removal is required for each removed subassembly. Refer to {R} Chapter 8 for a description of JCN suffix assignment. SCIR is not documented. The data blocks requiring entries are the same as for the turn-in document described in Figure 9-29.

A22 - Enter the specific WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item.

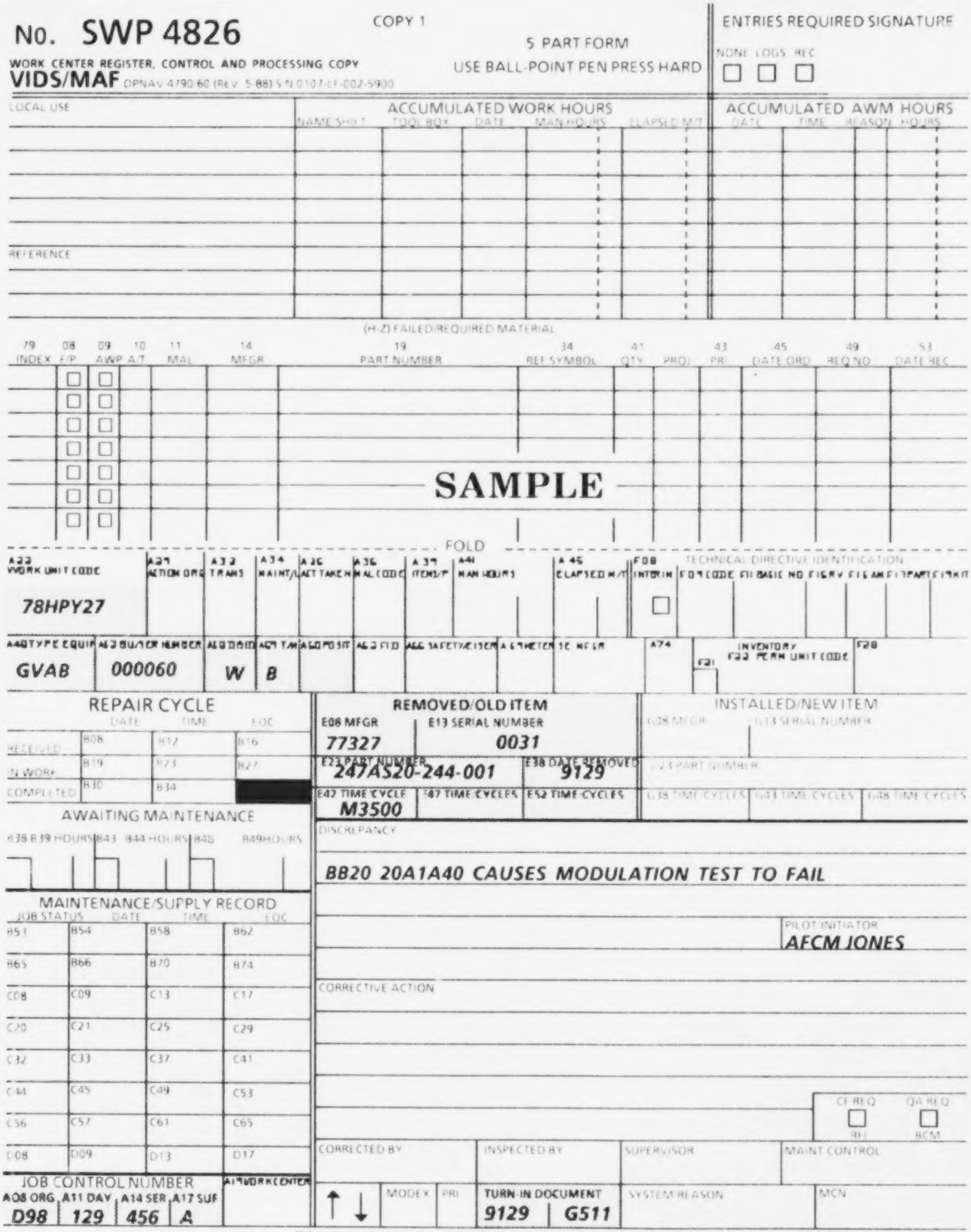
A08 through A17 - Enter the assigned suffix JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter the requisition date and serial number of the replacement requisition.

NOTE

If repairable sub-subassemblies are removed, repeat the procedures described here using a double suffix as outlined in Chapter 8.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
78HPY27									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A62 FID	A66 SAFETY/E13CR	A67 METER	3C MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GVAB	000060	W	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	129	456	A	

REMOVED/OLD ITEM

E08 MFGR: 77327

E13 SERIAL NUMBER: 0031

E23 PART NUMBER: 247AS20-244-001

E38 DATE REMOVED: 9129

E42 TIME/CYCLE: M3500

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

BB20 20A1A40 CAUSES MODULATION TEST TO FAIL

PILOT INITIATOR: AFCM JONES

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ ↓ MODEX PRI

TURN-IN DOCUMENT: 9129 G511

SYSTEM/REASON

MCN

Figure 9-35 Suffix Turn-In Document

Off-Equipment Subassembly Repair (Figure 9-37)

Figure 9-37 is an example of the completed off-equipment subassembly repair action documented by completing the turn-in suffix VIDS/MAF. This is the last VIDS/MAF required if no repairable sub-subassemblies are removed from the subassembly. SCIR is not documented. The following data blocks require entries for a completed action; ((*) denotes those data blocks transcribed from the turn-in document):

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions(s) (if applicable).

A22* - Specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48* - TEC for the equipment.

A52* - Appropriate bureau/serial number.

A58* - Appropriate when discovered code (Appendix R).

A59* - Appropriate type maintenance code (Appendix H).

A60* - Appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52* - Appropriate data for the removed/old item.

A08 through A17* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate as appropriate RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

TURN-IN DOCUMENT* - Requisition date and serial number.

NOTE

If repairable sub-subassemblies are removed, repeat the procedures described in Figures 9-35 and 9-37 using a double suffix as outlined in Chapter 2.

No. SWP 4826

COPY 1

5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Gilbert

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
RICH	2 srb	9130	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	R	064	77327	247AS80-400-002	A40Z1	1	BK7	03	9130	D661	9130
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
78HPY27	D98	32	2	C	064	1	2 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A53 [illegible]	A57 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A [illegible] METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GVAB	000060	W	B									

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08 9130	B12	B16
IN WORK	B19 9130	B23	B27
COMPLETED	B30 9130	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	129	456	A	690

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
77327	0031	
E23 PART NUMBER 247AS20-244-001	E38 DATE REMOVED 9129	
E42 TIME CYCLE M3500	E47 TIME CYCLES	E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

BB20 20A1A40 CAUSES MODULATION TEST TO FAIL

PILOT/INITIATOR AZCS DAVIS

CORRECTIVE ACTION

R & R A40Z1. CHECKS GOOD.

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 Rich	AT1 Bell	AT1 Bell	AZ1 Ashby

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9129 G511

SYSTEM/REASON

MCN

Figure 9-37 Off-Equipment Subassembly Repair

Assisting Work Centers (Figures 9-39 through 9-43)

When more than one work center works on the same maintenance action, one of them is designated the primary work center and the others are assisting work centers. Each work center participating in the maintenance action will generate a separate VIDS/MAF with the same JCN. The primary work center describes the original method of discovery, accounts for the number of items processed, and documents SCIR if applicable. Assisting work centers document When Discovered Code V. If the assisting and the primary work centers work on the same work unit coded item, the assisting work center accounts for 0 items processed and does not document SCIR. If they work on different work unit coded items, the assisting work center accounts for its number of items processed and documents SCIR if applicable. Refer to Figure 9-49 for facilitate other maintenance actions.

Figure 9-39, Primary Work Center Repair Action, is an example of the VIDS/MAF documented for a repair action requiring an assisting work center.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Enter the appropriate maintenance level.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item, if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item, if applicable.

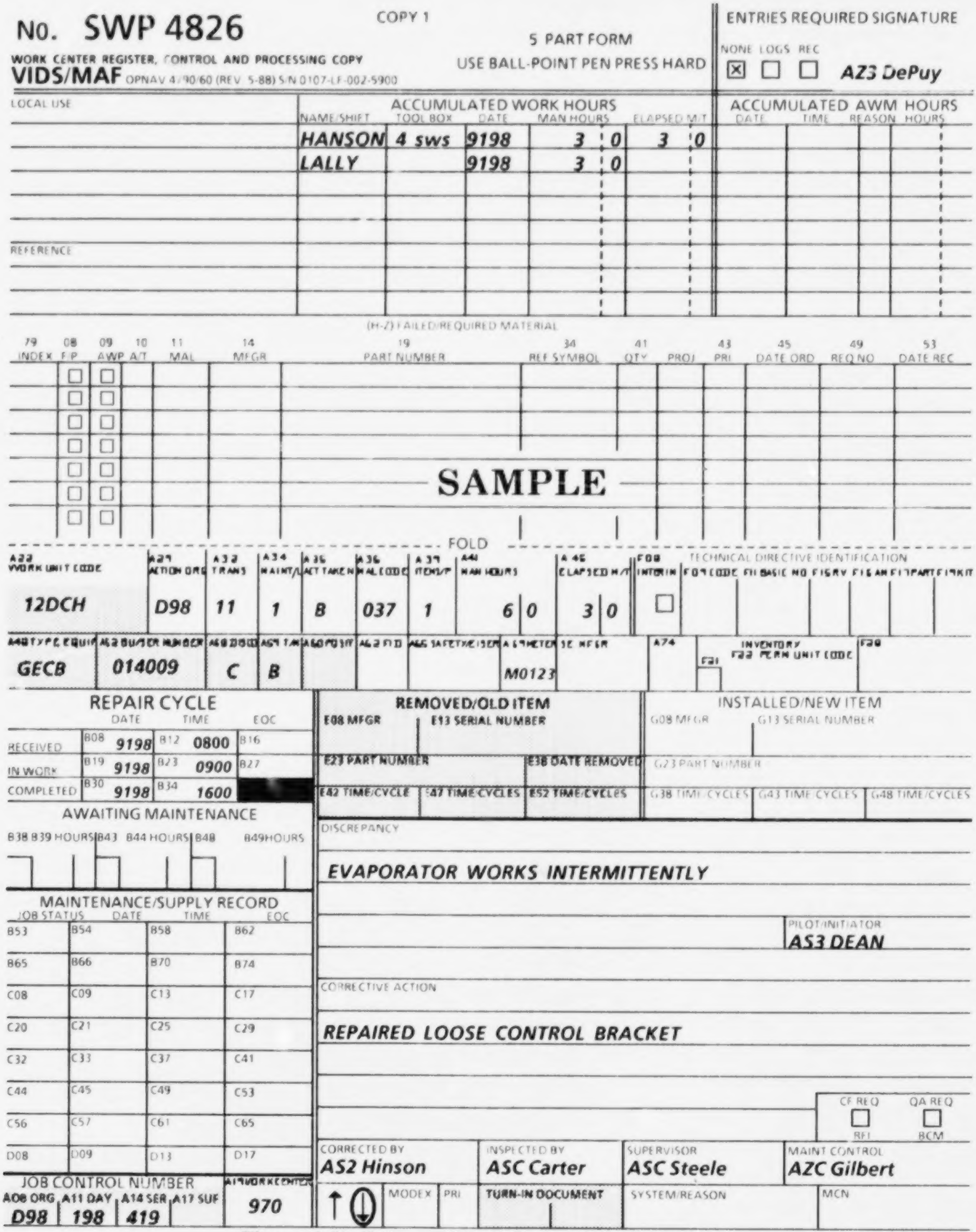
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter appropriate signatures and rates.



No. **SWP 4826**

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 DePuy

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HANSON	4 sws	9198	3 0	3 0
LALLY		9198	3 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
12DCH	D98	11	1	B	037	1	6 0	3 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 TM	A60 POSIT	A62 FID	A65 SAFETY/E ISER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GECB	014009	C	B				M0123					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0900	B27
COMPLETED	B30 9198	B34 1600	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
D98	198	419		970

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

EVAPORATOR WORKS INTERMITTENTLY

PILOT/INITIATOR AS3 DEAN

CORRECTIVE ACTION

REPAIRED LOOSE CONTROL BRACKET

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS2 Hinson	ASC Carter	ASC Steele	AZC Gilbert

↑ ⊕ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-39 Primary Work Center Repair Action

Assisting Work Center (Same WUC) (Figure 9-41)

Figure 9-41 is an example of an assisting work center working on the same work unit coded item. The following data blocks require entries for a completed action:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions(s) (if applicable).

A22 - Enter the WUC; must be the same as the primary work center.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Enter the appropriate maintenance level.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - When discovered code; must be V (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

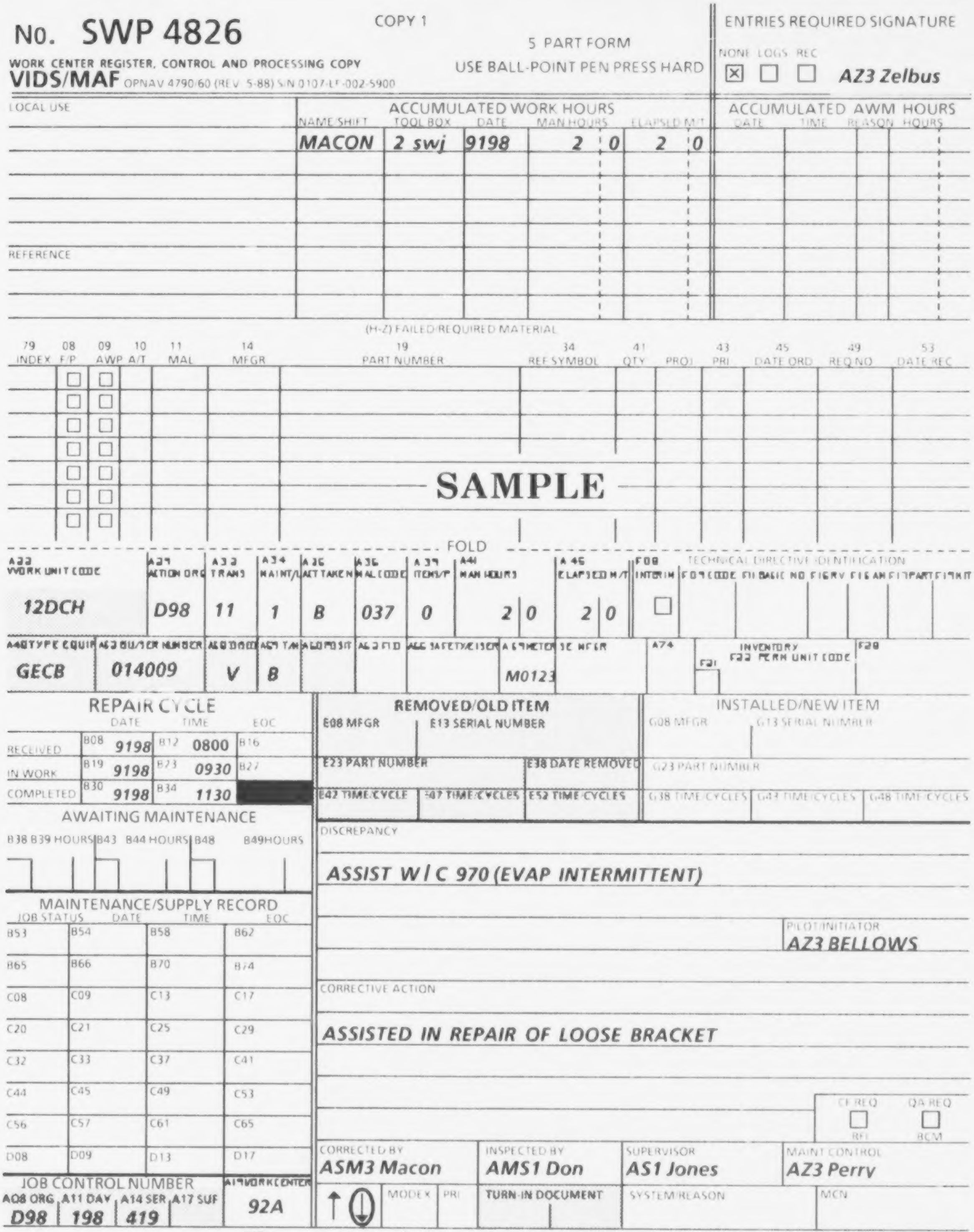
A08 through A14 - Enter the same JCN as primary work center.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Zelbus

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MACON	2 swj	9198	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
12DCH	D98	11	1	B	037	0	2 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 TM	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GECB	014009	V	B				M0123					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0930	B27
COMPLETED	B30 9198	B34 1130	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
E23 PART NUMBER		E38 DATE REMOVED
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ASSIST W/C 970 (EVAP INTERMITTENT)

PILOT/INITIATOR AZ3 BELLOWS

CORRECTIVE ACTION

ASSISTED IN REPAIR OF LOOSE BRACKET

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ASM3 Macon	AMS1 Don	AS1 Jones	AZ3 Perry

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	419		92A

MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-41 Assisting Work Center (Same WUC)

Assisting Work Center (Different WUC) (Figure 9-43)

Figure 9-43 is an example of an assisting work center working on a different work unit coded item. The following data blocks require entries for a completed action:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions(s) (if applicable).

A22 - Enter the WUC; must be different than the primary work center.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Enter the appropriate maintenance level.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - When discovered code; must be V (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

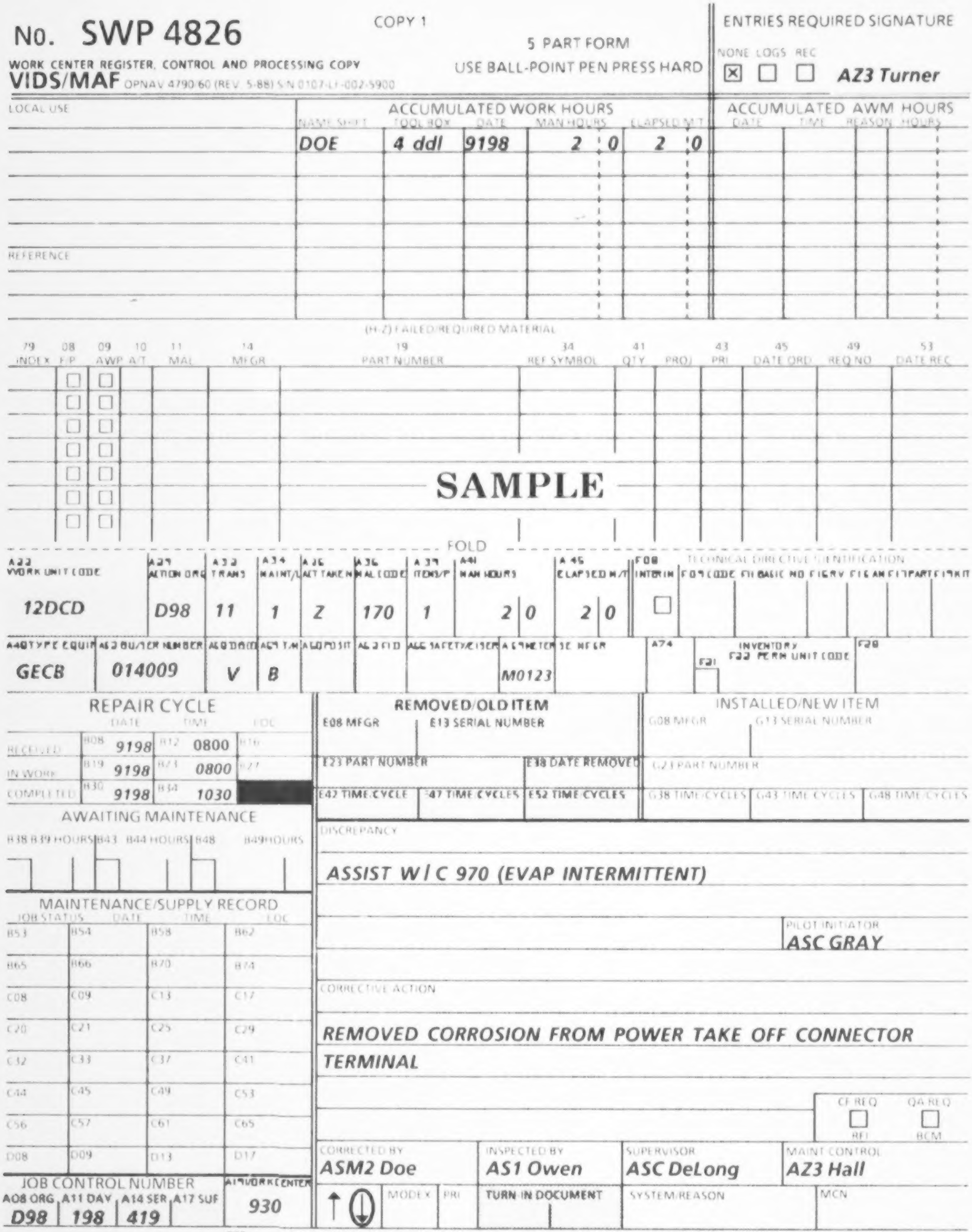
A08 through A17 - Enter the same JCN as primary work center.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Turner

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOE	4 ddl	9198	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
12DCD	D98	11	1	Z	170	1	2 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A52 BU/SER NUMBER	A60 [illegible]	A61 T/M	A62 POSIT	A63 FID	A6[illegible] SAFETY/EI SER	A[illegible] METER	[illegible] MFGR	A74	INVENTORY F21	F22 PERM UNIT CODE	F28
GECB	014009	V	B				M0123					

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0800	B27
COMPLETED	B30 9198	B34 1030	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	419		930

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

ASSIST W/C 970 (EVAP INTERMITTENT)

PILOT/INITIATOR: ASC GRAY

CORRECTIVE ACTION

REMOVED CORROSION FROM POWER TAKE OFF CONNECTOR TERMINAL

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ASM2 Doe	AS1 Owen	ASC DeLong	AZ3 Hall

↑ ⊕ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-43 Assisting Work Center (Different WUC)

Cannibalization (Figures 9-45 through 9-47)

Cannibalization is the removal of an RFI item from one piece of equipment so that it may be used in a different piece of equipment. Cannibalization is controlled by maintenance/production control, and should be authorized only when it appears that supply cannot respond in time to avoid the curtailment of an operational commitment. The cancellation of a cannibalization JCN should occur only if no cannibalization action has been physically started. In the event that the actual removal for cannibalization action has been initiated/completed and the requirement is then cancelled, reinstall the cannibalized item, documenting the action as if it were to facilitate other maintenance.

On-Equipment Cannibalization (Figure 9-45)

Figure 9-45 is the cannibalization and subsequent replacement of a component from an end item is documented on a VIDS/MAF in the normal manner of a removed and replaced component. Action Taken Code T, Malfunction Codes 812, 813 or 814, and When Discovered Code O apply.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s) and/or record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 18 or 19 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be T (Appendix E).

A36 - Enter the appropriate malfunction description code; must be 812, 813, or 814 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

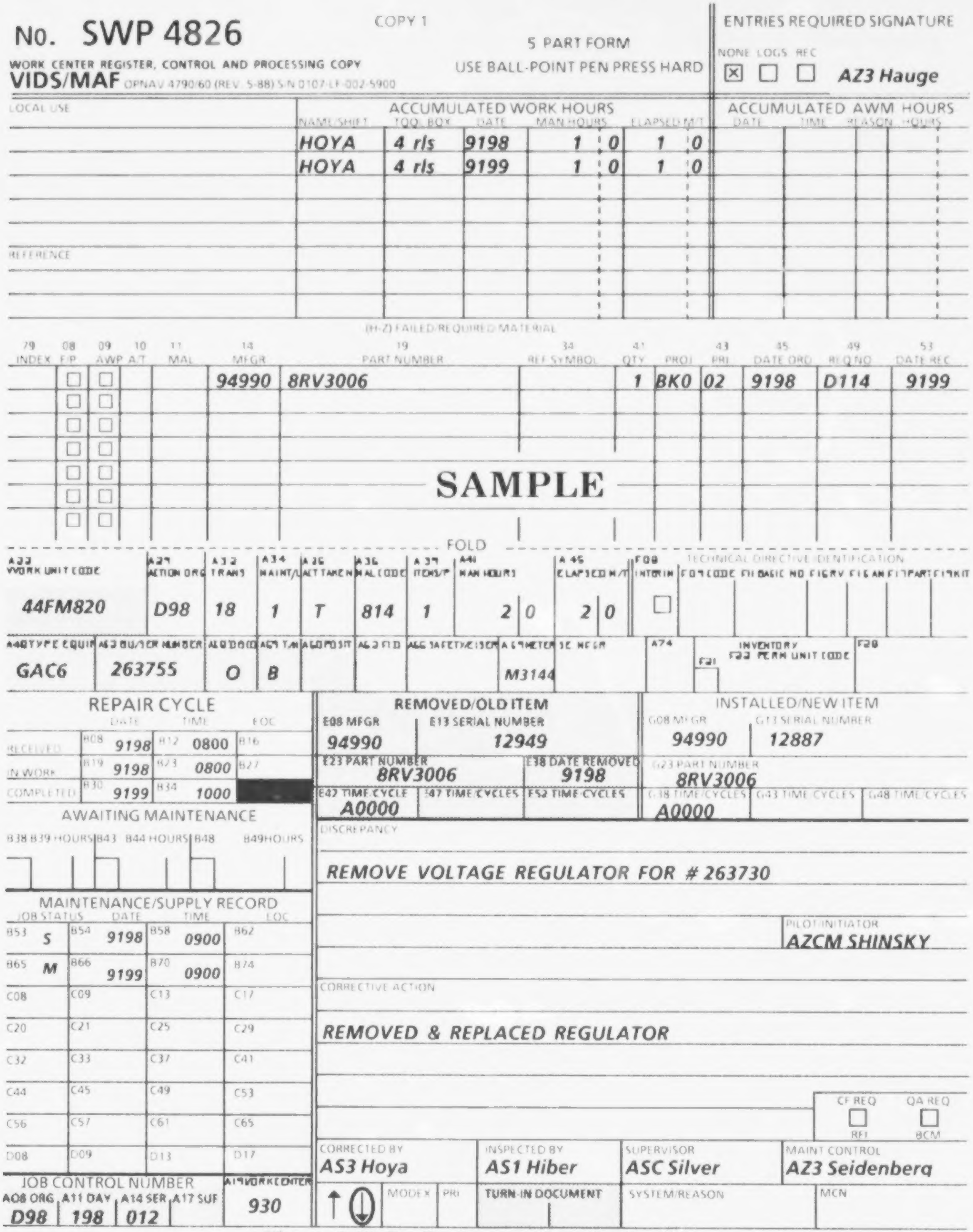
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Hauge

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS				
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HOYA	4 rls	9198	1 0	1 0
HOYA	4 rls	9199	1 0	1 0

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			94990	8RV3006		1	BK0	02	9198	D114	9199

SAMPLE

FOLD

A33 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A37 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
44FM820	D98	18	1	T	814	1	2 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F07 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61 T/M	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A67 METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GAC6	263755	O	B				M3144					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0800	B27
COMPLETED	B30 9199	B34 1000	

REMOVED/OLD ITEM

E08 MFGR: 94990

E13 SERIAL NUMBER: 12949

E23 PART NUMBER: 8RV3006

E38 DATE REMOVED: 9198

E42 TIME/CYCLE: A0000

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR: 94990

G13 SERIAL NUMBER: 12887

G23 PART NUMBER: 8RV3006

G38 TIME/CYCLES: A0000

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53 S	B54 9198	B58 0900	B62
B65 M	B66 9199	B70 0900	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

REMOVE VOLTAGE REGULATOR FOR # 263730

PILOT/INITIATOR: AZCM SHINSKY

CORRECTIVE ACTION

REMOVED & REPLACED REGULATOR

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY: AS3 Hoya

INSPECTED BY: AS1 Hiber

SUPERVISOR: ASC Silver

MAINT CONTROL: AZ3 Seidenberg

JOB CONTROL NUMBER

A08 ORG: D98

A11 DAY: 198

A14 SER: 012

A17 SUF

A19 WORK CENTER: 930

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-45 On-Equipment Cannibalization

Off-Equipment Cannibalization (Figure 9-47)

Figure 9-47 is an example of cannibalization of an item from a repairable component or subassembly that is documented in the (H-Z) failed/required material section of the VIDS/MAF for the component/subassembly from which the item was cannibalized. The removal item is considered to have caused AWP but is not a "failed part" of the component/subassembly from which it was cannibalized. It may be a failed part of the component for which it was cannibalized. Identify the removed item in the normal manner of a required part that caused AWP and transfer the requisition to this JCN.

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX - Enter the next index letter.

08 F/P - Leave blank.

09 AWP - Identify as AWP.

10 A/T - Enter the action taken T.

11 MAL - Enter 812, 813 or 814.

14 MFGR - Enter the appropriate manufacturer's code.

19 PART NUMBER - Enter the appropriate part number.

34 REF SYMBOL - Enter the appropriate reference symbol (if applicable).

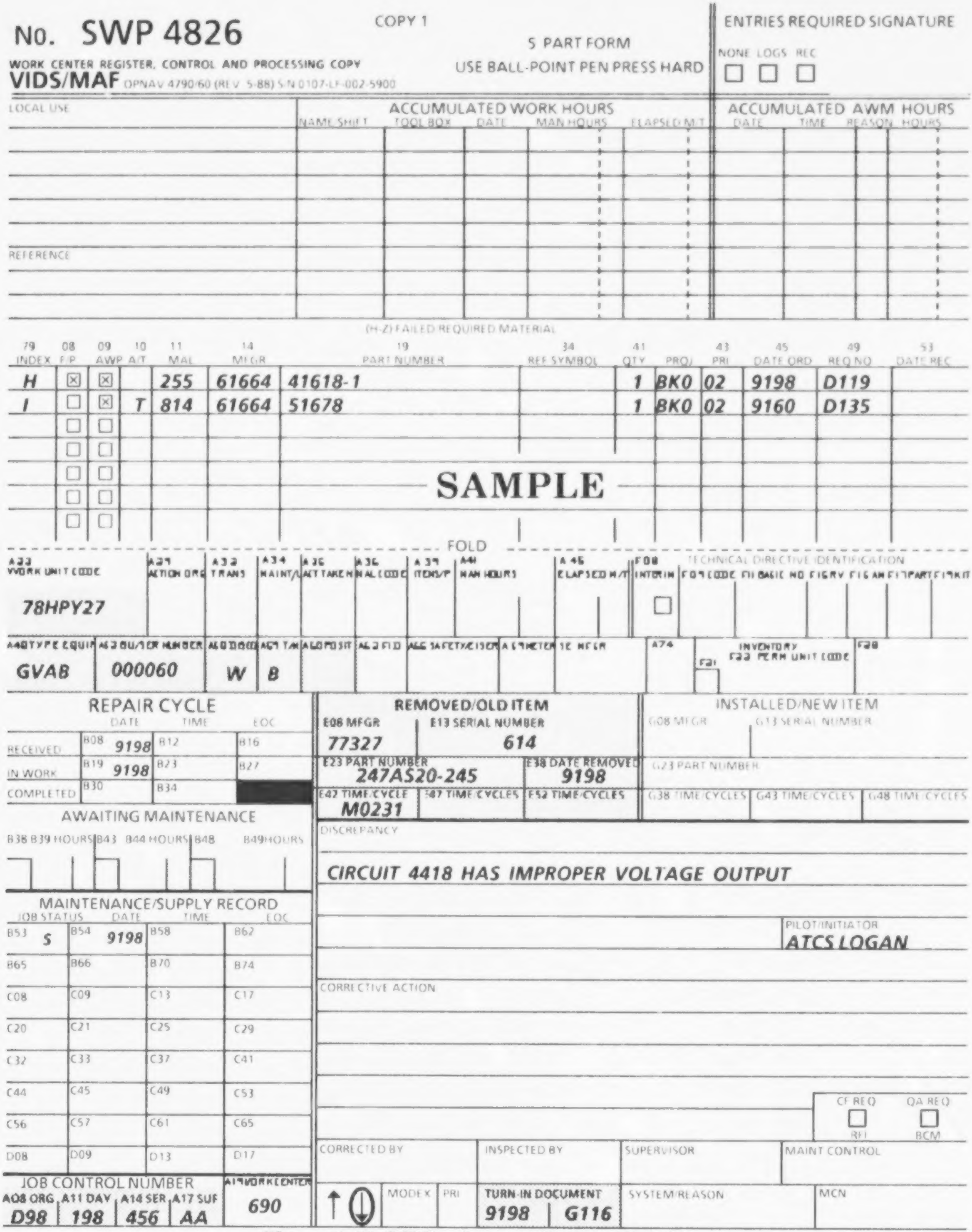
41 QTY - Enter the appropriate quantity cannibalized.

PROJ - Enter the appropriate project code.

43 PRI - Enter the appropriate priority.

45 DATE ORD - Enter the appropriate date ordered.

49 REQ NO - Enter the appropriate requisition number.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒		255	61664	41618-1		1	BK0	02	9198	D119	
I	☐	☒	T	814	61664	51678		1	BK0	02	9160	D135	
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
78HPY27									☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A METER	IE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GVAB	000060	W	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12	B16
IN WORK	B19 9198	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: 77327
E13 SERIAL NUMBER: 614
E23 PART NUMBER: 247AS20-245
E38 DATE REMOVED: 9198
E42 TIME/CYCLE: M0231
E47 TIME/CYCLES
E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR
G13 SERIAL NUMBER
G23 PART NUMBER
G38 TIME/CYCLES
G43 TIME/CYCLES
G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

CIRCUIT 4418 HAS IMPROPER VOLTAGE OUTPUT

PILOT/INITIATOR: ATCS LOGAN

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9198	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI
QA REQ ☐ BCM

CORRECTED BY
INSPECTED BY
SUPERVISOR
MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	456	AA	690

MODEX
PRI
TURN-IN DOCUMENT: 9198 G116
SYSTEM/REASON
MCN

Figure 9-47 Off-Equipment Cannibalization

Facilitate Other Maintenance Action (Figure 9-49)

Figure 9-49 is an example of a facilitate other maintenance (FOM) VIDS/MAF. A FOM action is the removal and reinstallation of an RFI component from the same end item in support of another maintenance action on the end item.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be S (Appendix E).

A36 - Malfunction description code; must be 800 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

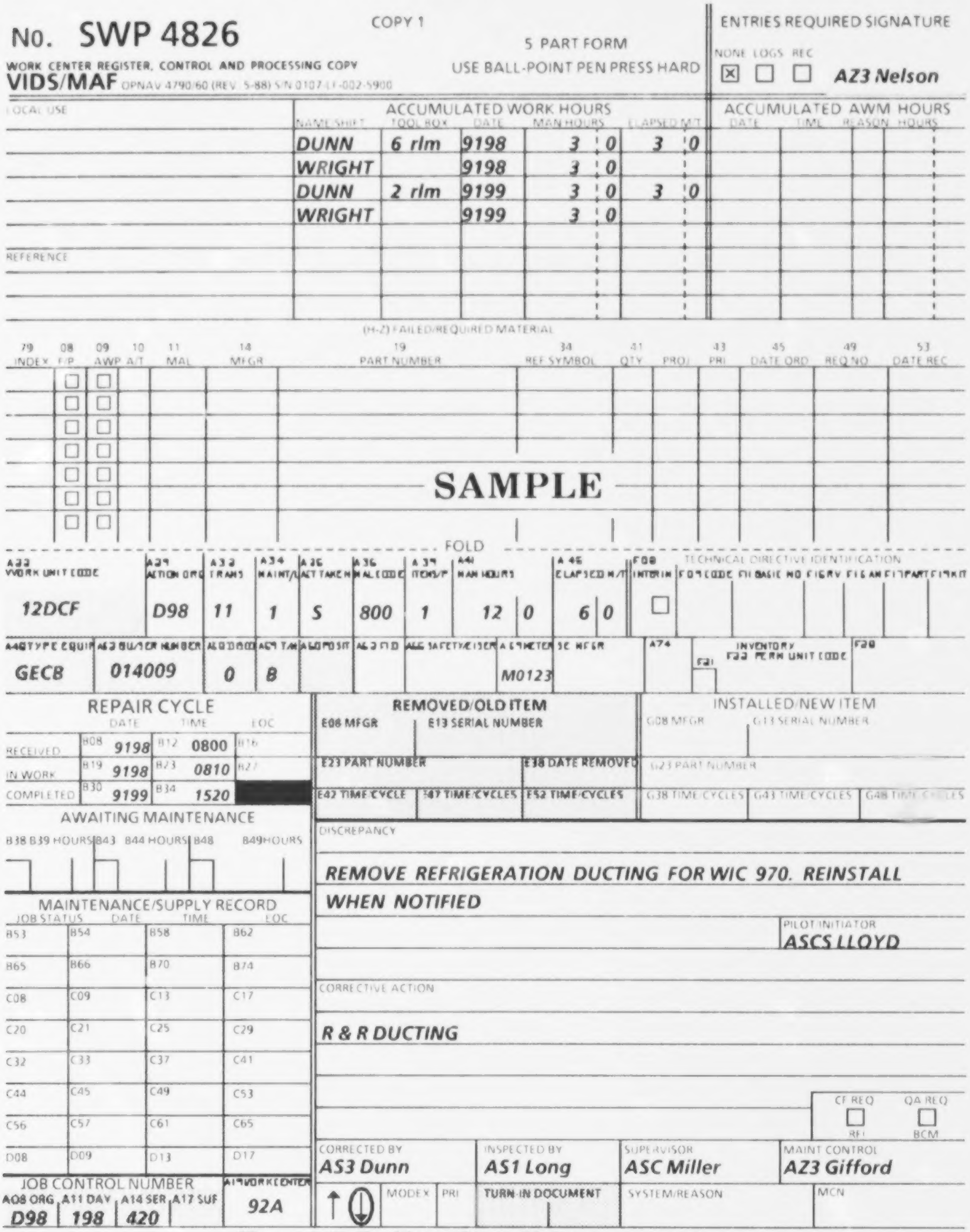
A08 through A14 - Use the same JCN as the primary maintenance action.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ *AZ3 Nelson*

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
DUNN	6 rlm	9198	3	0	3	0
WRIGHT		9198	3	0		
DUNN	2 rlm	9199	3	0	3	0
WRIGHT		9199	3	0		

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											

FOLD

A33 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A37 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
12DCF	D98	11	1	S	800	1	12 0	6 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A51 TM	A53 POSIT	A62 FID	A66 SAFETY/EISER	A67 METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GECB	014009	0	B				M0123					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0810	B27
COMPLETED	B30 9199	B34 1520	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

REMOVE REFRIGERATION DUCTING FOR WIC 970. REINSTALL WHEN NOTIFIED

PILOT/INITIATOR *ASCS LLOYD*

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

R & R DUCTING

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 Dunn	AS1 Long	ASC Miller	AZ3 Gifford

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
D98	198	420		92A

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-49 Facilitate Other Maintenance Action

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9.3.3 SE Inspections/Periodic Maintenance. Preoperational and postoperational inspections are documented on a SAF. All other inspections, periodic maintenance (PM), and preservation/depreservation actions are documented on a VIDS/MAF.

a. Maintenance Requirements Card (MRC). An MRC describes an inspection or PM action that must be performed at a specified interval or situation. A group of MRCs comprising one inspection is commonly referred to as an "MRC DECK".

b. Look Phase VIDS/MAF Procedures. Look phase VIDS/MAFs are used to document inspection and PM actions dictated by MRCs. WUC 030 is used for inspections occurring on a one time basis, such as, acceptance, transfer, and conditional. All other inspections will be documented using WUC 030000 with the seventh position assigned in accordance with Appendix M based on the interval of the inspection.

NOTE

When the scheduled inspection requirements for training devices do not require a major disassembly of the equipment and thus do not affect the mission capability, the equipment is considered to be mission capable during the entire portion of the look phase of the inspection. However, if panels and equipments are removed to conduct area inspections and cannot be replaced within a two hour time frame, then that portion of the inspection will be considered to have impacted the mission capability and will be documented using the appropriate EOC code. Mission capability will be impacted and the appropriate EOC code assigned when an equipment reaches the maximum operational limit allowed between scheduled maintenance intervals, or a condition exists which makes the equipment not safely operable until the inspection is complete.

c. For JCN structure refer to Chapter 2.

Inspection Control Document (Figure 9-53)

Figure 9-53 is an example of an inspection control document. Production control will generate a control VIDS/MAF for each look phase inspection. The control document has a special JCN constructed as per Chapter 2, and is used to accumulate the man-hours and EMT expended by the primary work center controlling the inspection. Control documents will account for 1 item processed and are the only VIDS/MAFs used to collect SCIR. If the primary work center performs the entire inspection, the control document is the only VIDS/MAF required. If more than one work center is involved in the look phase, the control VIDS/MAF will show 1 item processed and 0.0 manhours/EMT and the supporting look phase VIDS/MAF will show 0 items processed and accumulated man-hours/EMT.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the WUC; first three positions must be 030.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total man-hours if combined with look phase.

A45 - Enter the total EMT if combined with look phase.

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the appropriate bureau/serial number.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

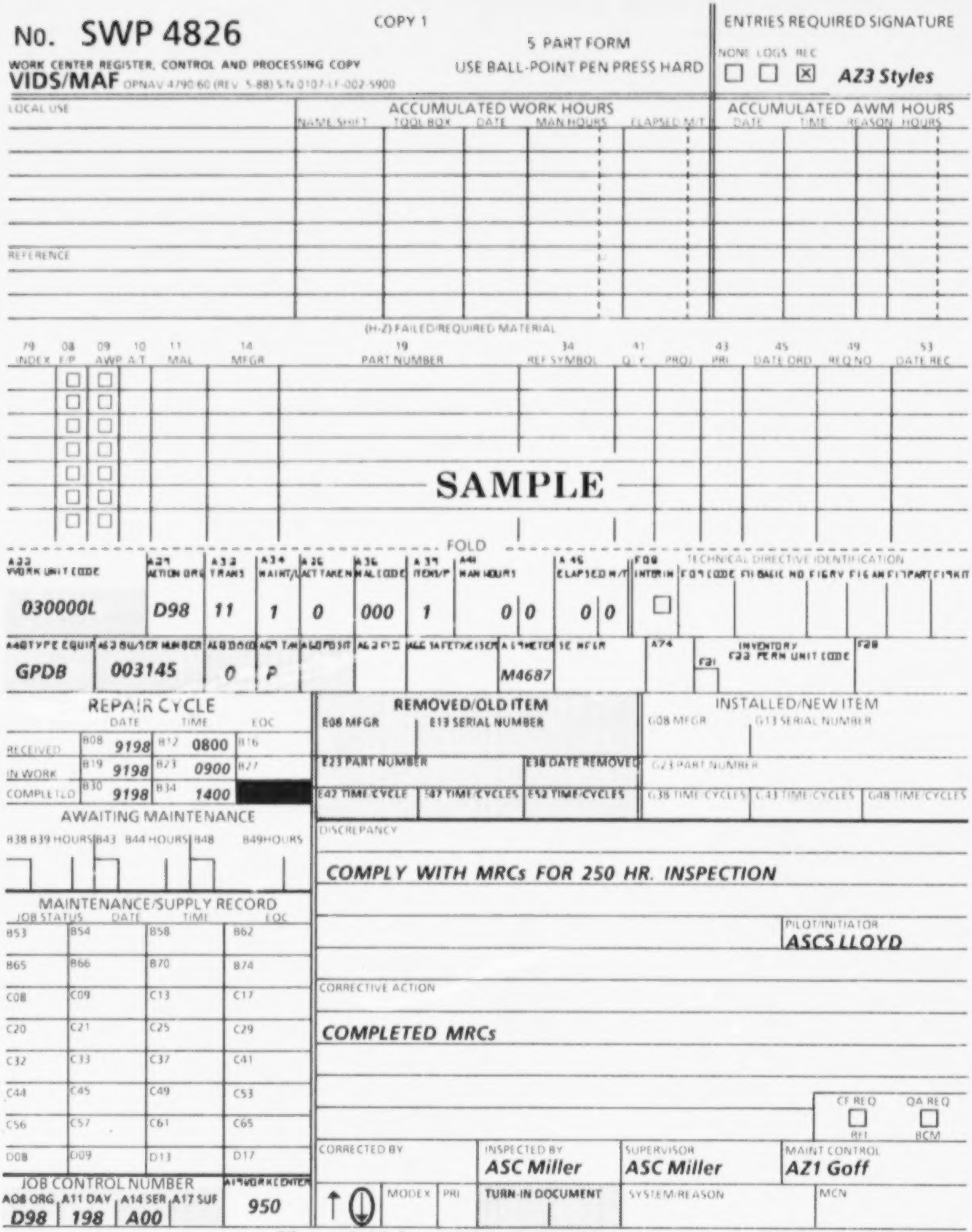
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Styles

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 Q/Y	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
030000L	D98	11	1	0	000	1	0 0	0 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE | F11 BASIC NO | F16 REV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60	A61 TM	A62 POSIT	A63 FID	A66 SAFETY/EI/SER	A71 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
GPDB	003145	0	P				M4687					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0900	B27
COMPLETED	B30 9198	B34 1400	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	A00		950

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH MRCs FOR 250 HR. INSPECTION

PILOT/INITIATOR ASCS LLOYD

CORRECTIVE ACTION

COMPLETED MRCs

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	ASC Miller	ASC Miller	AZ1 Goff

↑ ⓘ MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-53 Inspection Control Document

Inspection Look Phase Supporting Document (Figure 9-55)

Figure 9-55 is an example of an inspection supporting document. Each assisting work center participating in the inspection will generate a look phase supporting VIDS/MAF using the same JCN as the control document. Supporting documents are used to accumulate the man-hours and EMT expended by assisting work centers. Supporting documents will account for 0 items processed and are not used to collect SCIR.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - WUC; must be the same as the control document.

A29 - Enter appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - When discovered code; must be 0 (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed.

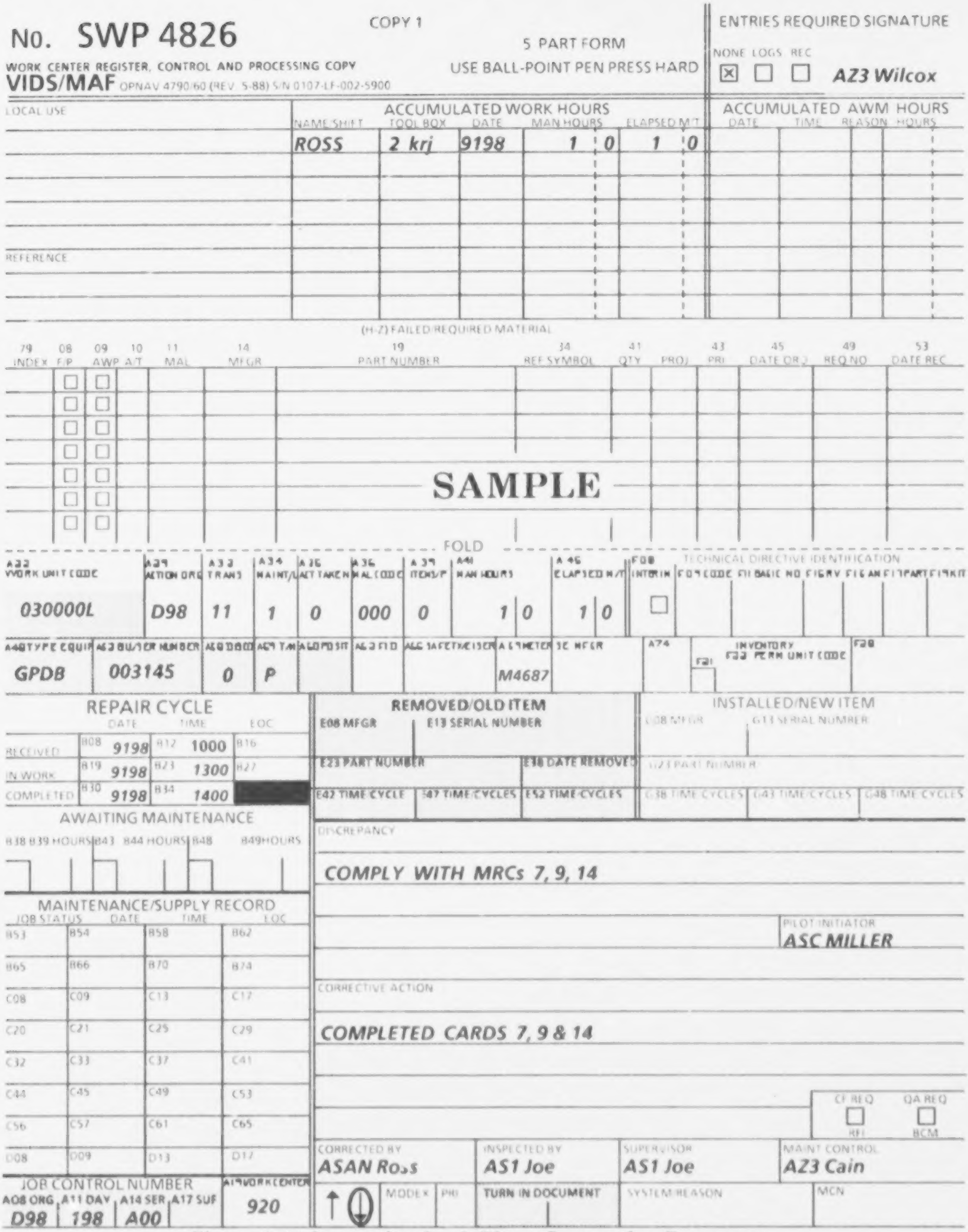
A08 through A14 - Assigned JCN; must be the same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Wilcox

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
ROSS	2 krj	9198	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000L	D98	11	1	0	000	0	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GPDB	003145	0	P				M4687					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 1000	B16
IN WORK	B19 9198	B23 1300	B27
COMPLETED	B30 9198	B34 1400	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME CYCLE

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPLY WITH MRCs 7, 9, 14

PILOT INITIATOR ASC MILLER

CORRECTIVE ACTION

COMPLETED CARDS 7, 9 & 14

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY ASAN Ross

INSPECTED BY AS1 Joe

SUPERVISOR AS1 Joe

MAINT CONTROL AZ3 Cain

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	A00		920

MODEX

PRI

TURN IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-55 Inspection Look Phase Supporting Document

Inspection Fix Phase Document (Figure 9-57)

Figure 9-57 is an example of a fix phase document. Fix phase VIDS/MAFs are used to document repair of discrepancies discovered during an inspection; SCIR is documented as applicable. A fix phase VIDS/MAF has an alpha/numeric JCN as Chapter 2. The WUC identifies the failed component/system.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

E08 through E52 - Enter the appropriate data for the removed/old item if applicable.

G08 through G48 - Enter the appropriate data for the installed/new item if applicable. .

B53 through D17 - Make the appropriate entries (if applicable).

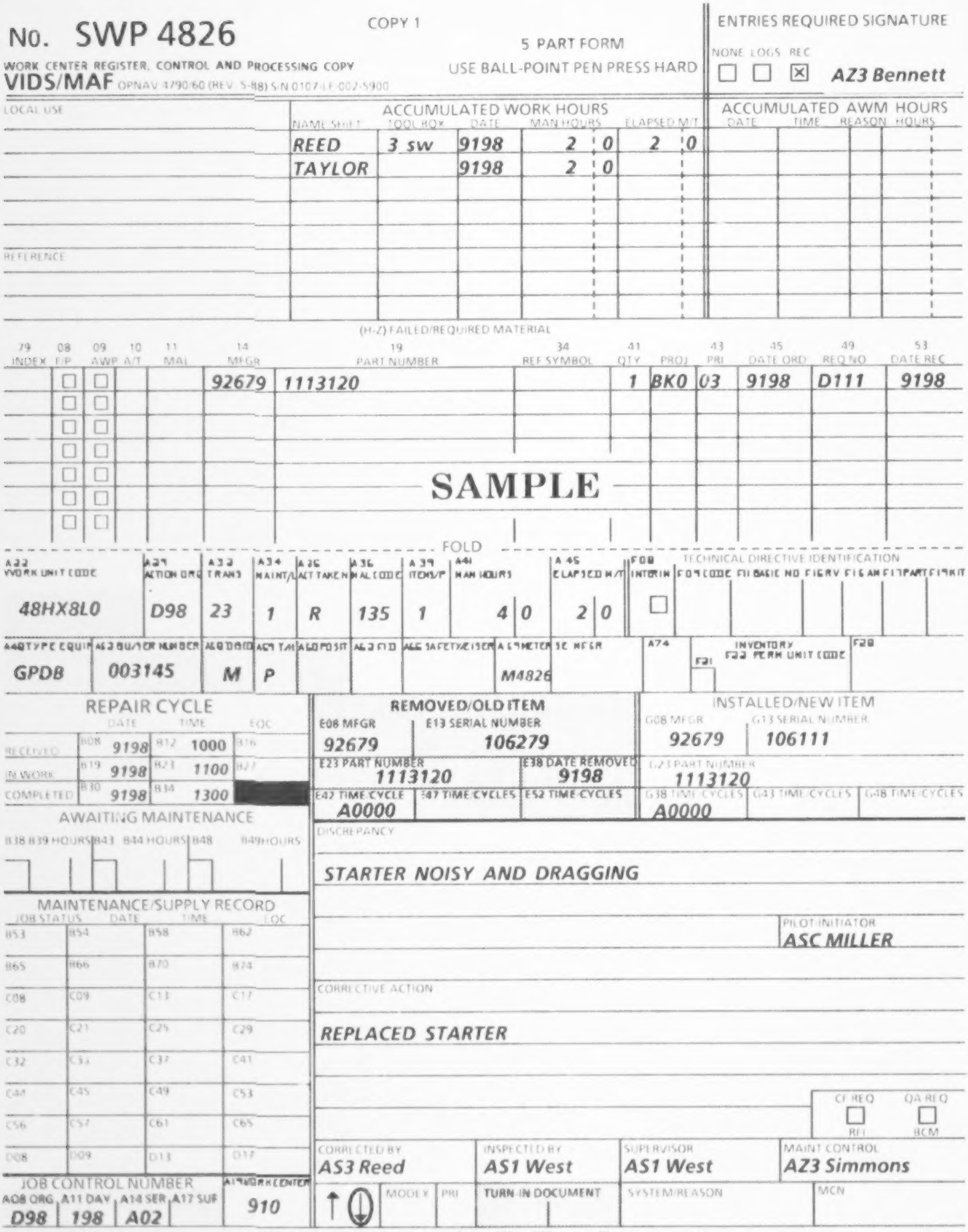
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Bennett

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
REED	3 sw	9198	2 0	2 0
TAYLOR		9198	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			92679	1113120		1	BK0	03	9198	D111	9198
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
48HX8L0	D98	23	1	R	135	1	4 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 W/D	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EI SER	A69 METER	SC MFGR	A74	F21 INVENTORY	F22 PERM UNIT CODE	F28
GPDB	003145	M	P				M4826					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 1000	B16
IN WORK	B19 9198	B23 1100	B27
COMPLETED	B30 9198	B34 1300	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
92679	106279

E23 PART NUMBER	E38 DATE REMOVED
1113120	9198

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A0000		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
92679	106111

G23 PART NUMBER 1113120

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A0000		

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

STARTER NOISY AND DRAGGING

PILOT/INITIATOR ASC MILLER

CORRECTIVE ACTION

REPLACED STARTER

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 Reed	AS1 West	AS1 West	AZ3 Simmons

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	A02		910

↑ ⇩	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 9-57 Inspection Fix Phase Document

9.3.4 SE Preservation/Depreservation. VIDS/MAFs are used to document preservation/depreservation of end items as per NA 15-01-500 (NOTAL), Preservation of Naval Aircraft and NA 15-02-500 (NOTAL), Preservation of Aircraft Engines.

a. Production control will issue a numeric serial number JCN, using a VIDS/MAF as a control document. WUC 049 and Type Maintenance Code D will be used.

b. Upon completion of the preservation/depreservation action the control document will be processed by production control with 1 item processed entered in block A39.

c. Documents are issued to each work center participating in the preservation/depreservation action. If only one work center is involved in preservation/depreservation action, man-hours may be accounted for on the control document.

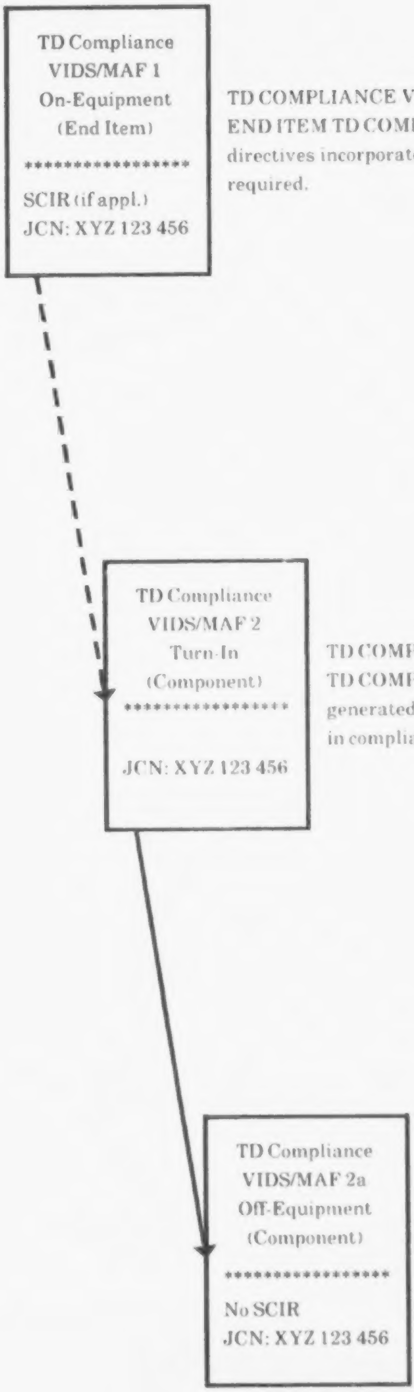
9.3.5 SE Technical Directive (TD) Compliance. TD compliance is documented on the VIDS/ MAF. Production control schedules all TD compliance actions and initiates all TD compliance VIDS/MAFs except TD compliance turn-in documents for modification of supply stock. A numeric JCN is assigned to a TD compliance action as Chapter 2. A separate VIDS/MAF with the same JCN is initiated for each work center involved.

a. Figure 9-59 shows the types of TD compliance VIDS/MAFs used to document TDs that apply to end items, for example, an NC-8A power unit, an ALM-157 test set, or a versatile avionics shop test (VAST) station. If a component is removed for off equipment inspection or modification in compliance with an end item TD, the TD compliance VIDS/MAF documenting the end item TD compliance also accounts for man-hours and EMT expended removing and reinstalling the component. A separate TD compliance VIDS/MAF is required for each component removed. SCIR is documented for the on-equipment portion of an end item TD compliance if applicable.

b. Figure 9-60 shows the types of VIDS/MAFs used to document TDs that apply only to a component, for example, a gear box, a test set module, or a VAST building block. When an RFI component is removed for off-equipment inspection or modification in compliance with a component TD, a TD compliance supporting VIDS/MAF is generated to account for man-hours and EMT expended removing and reinstalling the component. A separate VIDS/MAF with a different JCN is required for each component removed, and a TD compliance turn-in document is generated (Figure 9-69).

c. Figure 9-61 shows the types of VIDS/MAFs used when a failed component is removed as part of end item TD. The end item TD compliance VIDS/MAF accounts for the man-hours and EMT expended removing and replacing the component. SCIR is documented on both on-equipment documents if applicable.

d. Figure 9-62 shows the types of VIDS/MAFs used when a failed component is removed in conjunction with a component TD. The on-equipment repair action VIDS/MAF accounts for the man-hours and EMT expended removing and replacing the component. Two turn-in documents are required; one to initiate the TD compliance action, and one to initiate the repair action. If the component was originally removed on a TD compliance facilitate VIDS/MAF, the TD facilitate VIDS/MAF is converted into a repair action VIDS/MAF by identifying the removed component in the removed/old item section, changing the action taken to R, and ordering a replacement component. Documentation then continues in the normal manner of a repair VIDS/MAF as per paragraph 9.3.2.

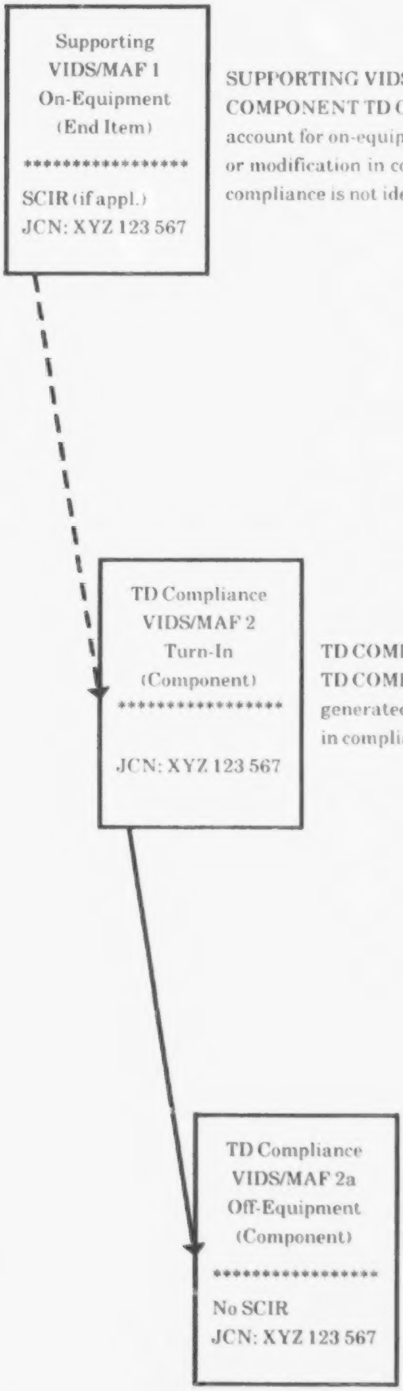

TD Compliance
VIDS/MAF 1
On-Equipment
(End Item)
****
SCIR (if appl.)
JCN: XYZ 123 456
TD Compliance
VIDS/MAF 2
Turn-In
(Component)
****
JCN: XYZ 123 456
TD Compliance
VIDS/MAF 2a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 456

TD COMPLIANCE VIDS/MAF 1
END ITEM TD COMPLIANCE. A TD compliance VIDS/MAF is generated for all technical directives incorporated on an end item of SE. If no component is removed, this is the only document required.

TD COMPLIANCE VIDS/MAF 2
TD COMPLIANCE TURN-IN DOCUMENT. A TD compliance turn-in document is generated whenever a component is removed for off-equipment inspection or modification in compliance with an end item technical directive.

TD COMPLIANCE VIDS/MAF 2a
OFF-EQUIPMENT TD COMPLIANCE. Complete the assist (off-equipment I-level) portion of the end item technical directive by completing the turn-in document.

Figure 9-59 TD Compliance VIDS/MAF (End Item)

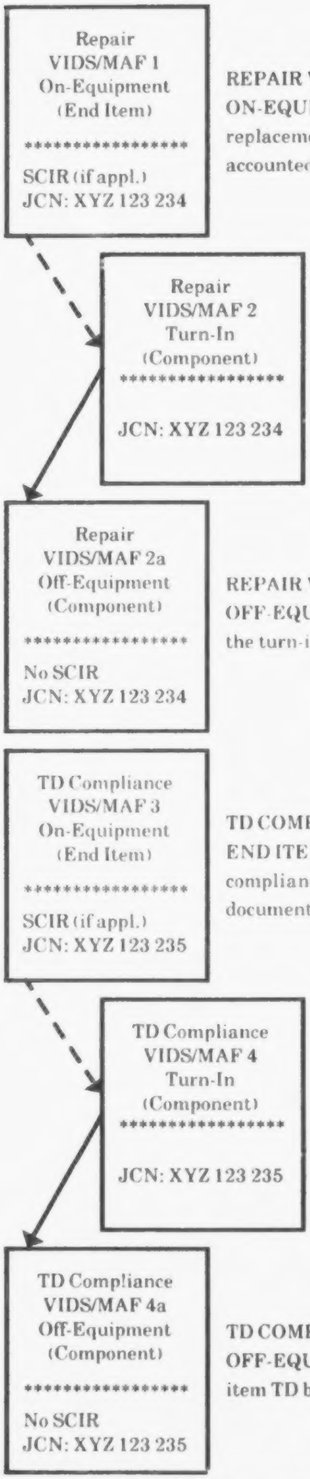

Supporting
VIDS/MAF 1
On-Equipment
(End Item)
****
SCIR (if appl.)
JCN: XYZ 123 567
TD Compliance
VIDS/MAF 2
Turn-In
(Component)
****
JCN: XYZ 123 567
TD Compliance
VIDS/MAF 2a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 567

SUPPORTING VIDS/MAF 1
COMPONENT TD COMPLIANCE. A TD compliance supporting VIDS/MAF is generated to account for on-equipment work whenever an RFI component is removed for off-equipment inspection or modification in compliance with a technical directive that applies only to the component. The TD compliance is not identified on the supporting VIDS/MAF.

TD COMPLIANCE VIDS/MAF 2
TD COMPLIANCE TURN-IN DOCUMENT. A TD compliance turn-in document is generated whenever a component is removed for off-equipment inspection or modification in compliance with a technical directive that applies only to the component.

TD COMPLIANCE VIDS/MAF 2a
OFF-EQUIPMENT TD COMPLIANCE. Complete the compliance portion of the component technical directive by completing the turn-in document.

Figure 9-60 VIDS/MAF Required for Component TD Compliance


Repair
VIDS/MAF 1
On-Equipment
(End Item)
****
SCIR (if appl.)
JCN: XYZ 123 234
Repair
VIDS/MAF 2
Turn-In
(Component)
****
JCN: XYZ 123 234
Repair
VIDS/MAF 2a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 234
TD Compliance
VIDS/MAF 3
On-Equipment
(End Item)
****
SCIR (if appl.)
JCN: XYZ 123 235
TD Compliance
VIDS/MAF 4
Turn-In
(Component)
****
JCN: XYZ 123 235
TD Compliance
VIDS/MAF 4a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 235

REPAIR VIDS/MAF 1
ON-EQUIPMENT WORK. A VIDS/MAF is generated to document the end item failure and order a replacement component. Man-hours and EMT expended removing and replacing the component are accounted for on the TD compliance on-equipment VIDS/MAF (#3 below).

REPAIR VIDS/MAF 2
TURN-IN DOCUMENT. A turn-in document is generated to initiate repair of the removed component. This is in addition to the TD compliance turn-in document (#4 below).

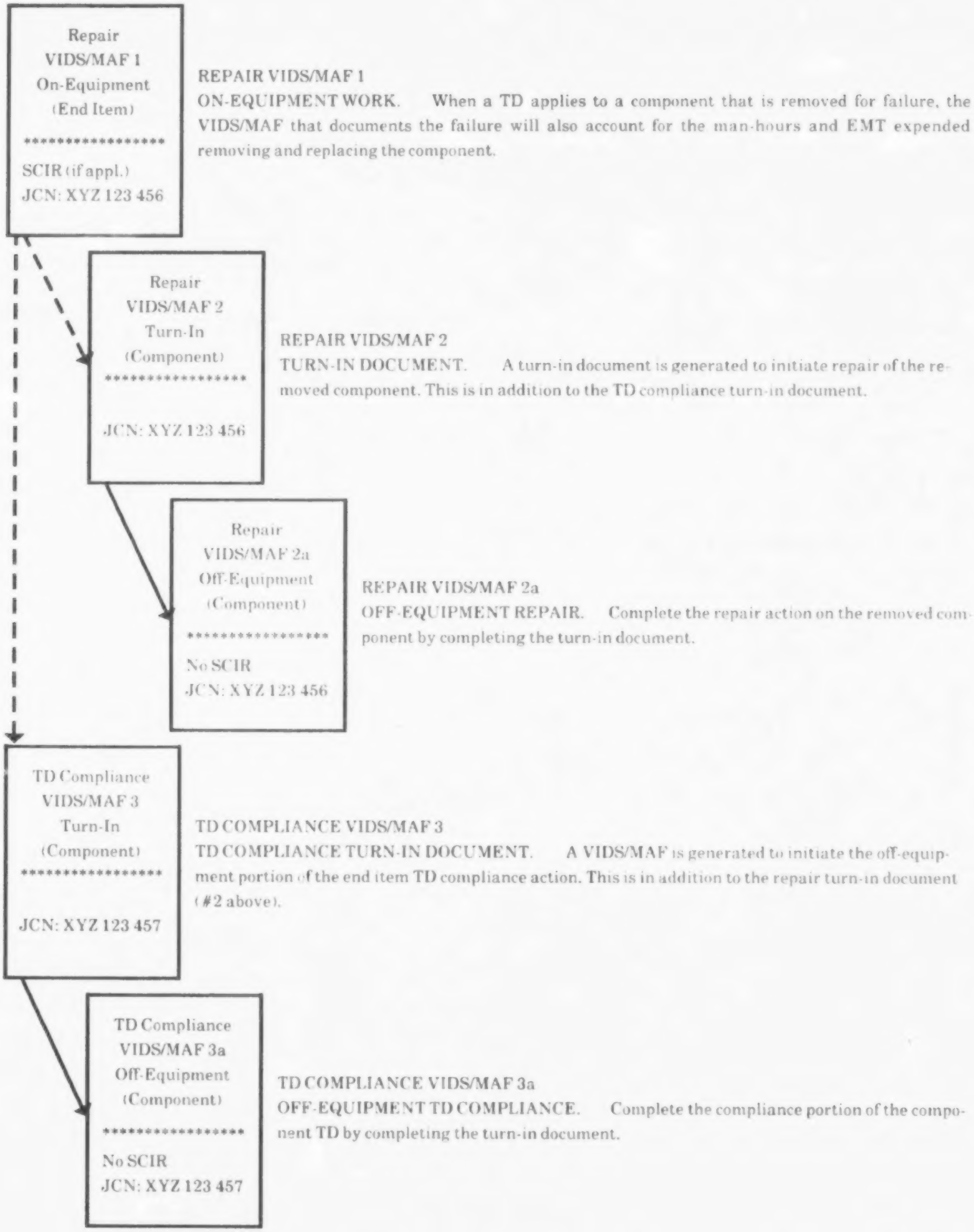
REPAIR VIDS/MAF 2a
OFF-EQUIPMENT REPAIR. Complete the repair action on the removed component by completing the turn-in document.

TD COMPLIANCE VIDS/MAF 3
END ITEM TD COMPLIANCE. A TD compliance VIDS/MAF is generated to document the TD compliance on the end item. Man-hours and EMT expended for component removal will be documented on this VIDS/MAF.

TD COMPLIANCE VIDS/MAF 4
TD COMPLIANCE TURN-IN DOCUMENT. A VIDS/MAF is generated to initiate the off-equipment portion of the end item TD compliance action. This is in addition to the repair turn-in document (#2 above).

TD COMPLIANCE VIDS/MAF 4a
OFF-EQUIPMENT TD COMPLIANCE. Complete the assist (off-equipment) portion of the end item TD by completing the turn-in document.

Figure 9-61 VIDS/MAF Required for End Item TD Compliance Concurrent With a Failed Part


Repair
VIDS/MAF 1
On-Equipment
(End Item)
****
SCIR (if appl.)
JCN: XYZ 123 456
Repair
VIDS/MAF 2
Turn-In
(Component)
****
JCN: XYZ 123 456
Repair
VIDS/MAF 2a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 456
TD Compliance
VIDS/MAF 3
Turn-In
(Component)
****
JCN: XYZ 123 457
TD Compliance
VIDS/MAF 3a
Off-Equipment
(Component)
****
No SCIR
JCN: XYZ 123 457

REPAIR VIDS/MAF 1
ON-EQUIPMENT WORK. When a TD applies to a component that is removed for failure, the VIDS/MAF that documents the failure will also account for the man-hours and EMT expended removing and replacing the component.

REPAIR VIDS/MAF 2
TURN-IN DOCUMENT. A turn-in document is generated to initiate repair of the removed component. This is in addition to the TD compliance turn-in document.

REPAIR VIDS/MAF 2a
OFF-EQUIPMENT REPAIR. Complete the repair action on the removed component by completing the turn-in document.

TD COMPLIANCE VIDS/MAF 3
TD COMPLIANCE TURN-IN DOCUMENT. A VIDS/MAF is generated to initiate the off-equipment portion of the end item TD compliance action. This is in addition to the repair turn-in document (#2 above).

TD COMPLIANCE VIDS/MAF 3a
OFF-EQUIPMENT TD COMPLIANCE. Complete the compliance portion of the component TD by completing the turn-in document.

Figure 9-62 VIDS/MAF Required for Component TD Compliance With a Failed Part

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End Item TD Compliance (No Removal Component) (Figure 9-65)

Figure 9-65 is an example of a TD compliance VIDS/MAF documenting an end item TD with no removed component. For each component removed, a separate TD compliance turn-in document is generated as per Figure 9-69.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data if applicable.

(H-Z) - Enter the failed part(s) and/or record supply requisitions(s) if applicable.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code (Appendix J).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A69 - Enter the appropriate meter time if applicable.

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code if applicable.

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

F08 through F19 - Enter technical directive identification (paragraph 9.2.4.16).

E08 through E52 - If compliance with the TD results in a part number change, enter the appropriate data.

G08 through G48 - If compliance with the TD results in a part number change, enter the appropriate data.

B53 through D17 - Make the appropriate entries if applicable.

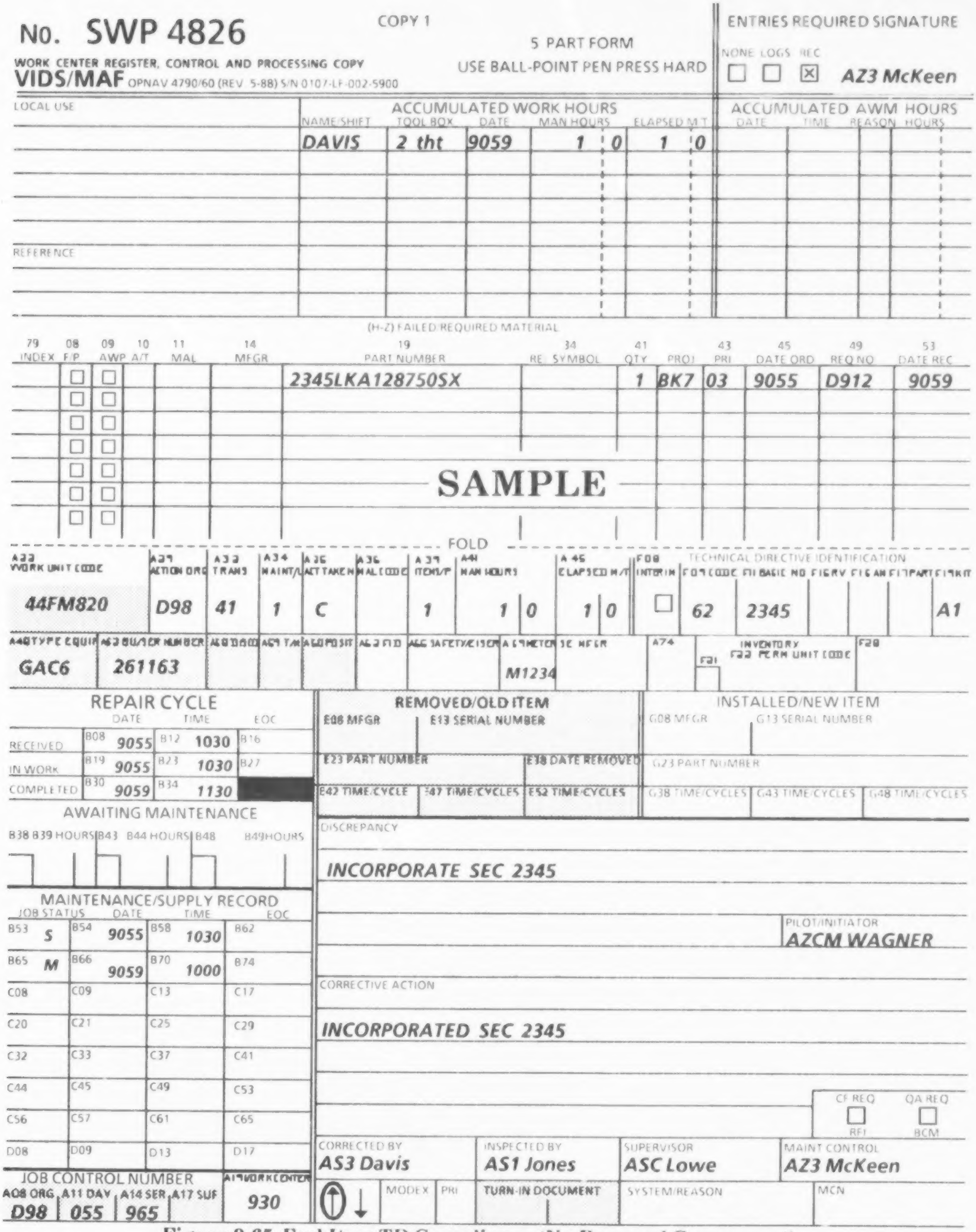
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. **SWP 4826**

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 McKeen

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M T
DAVIS	2 tht	9059	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				2345LKA128750SX		1	BK7	03	9055	D912	9059
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A27 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
44FM820	D98	41	1	C		1	1 0	1 0	☐	62	2345				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A63 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21 INVENTORY F22 PERM UNIT CODE	F28
GAC6	261163						M1234				

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9055	B12 1030	B16
IN WORK	B19 9055	B23 1030	B27
COMPLETED	B30 9059	B34 1130	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9055	B58 1030	B62
B65 M	B66 9059	B70 1000	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	055	965		930

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

INCORPORATE SEC 2345

PILOT/INITIATOR AZCM WAGNER

CORRECTIVE ACTION

INCORPORATED SEC 2345

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 Davis	AS1 Jones	ASC Lowe	AZ3 McKeen

⇧ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 9-65 End Item TD Compliance (No Removal Component)

TD Compliance Supporting VIDS/MAF (Figure 9-67)

Figure 9-67 is an example of a TD compliance supporting VIDS/MAF; note that the TD compliance is not identified. SCIR is documented if applicable. The following data blocks require entries or are of special interest:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC for the item being modified or inspected.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be S (Appendix E).

A36 - Malfunction description code; must be 804 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC. The TEC entered on the TD compliance facilitate VIDS/MAF will be a G, H, M, S, or V series code that identifies the end item the component was removed from; however, the TEC transcribed to the TD compliance turn-in document will be the appropriate Y or D series code (indicating that it is a component TD compliance).

A52 - Enter the appropriate serial number.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

A60 - Enter the appropriate position sensitive indicator if applicable.

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

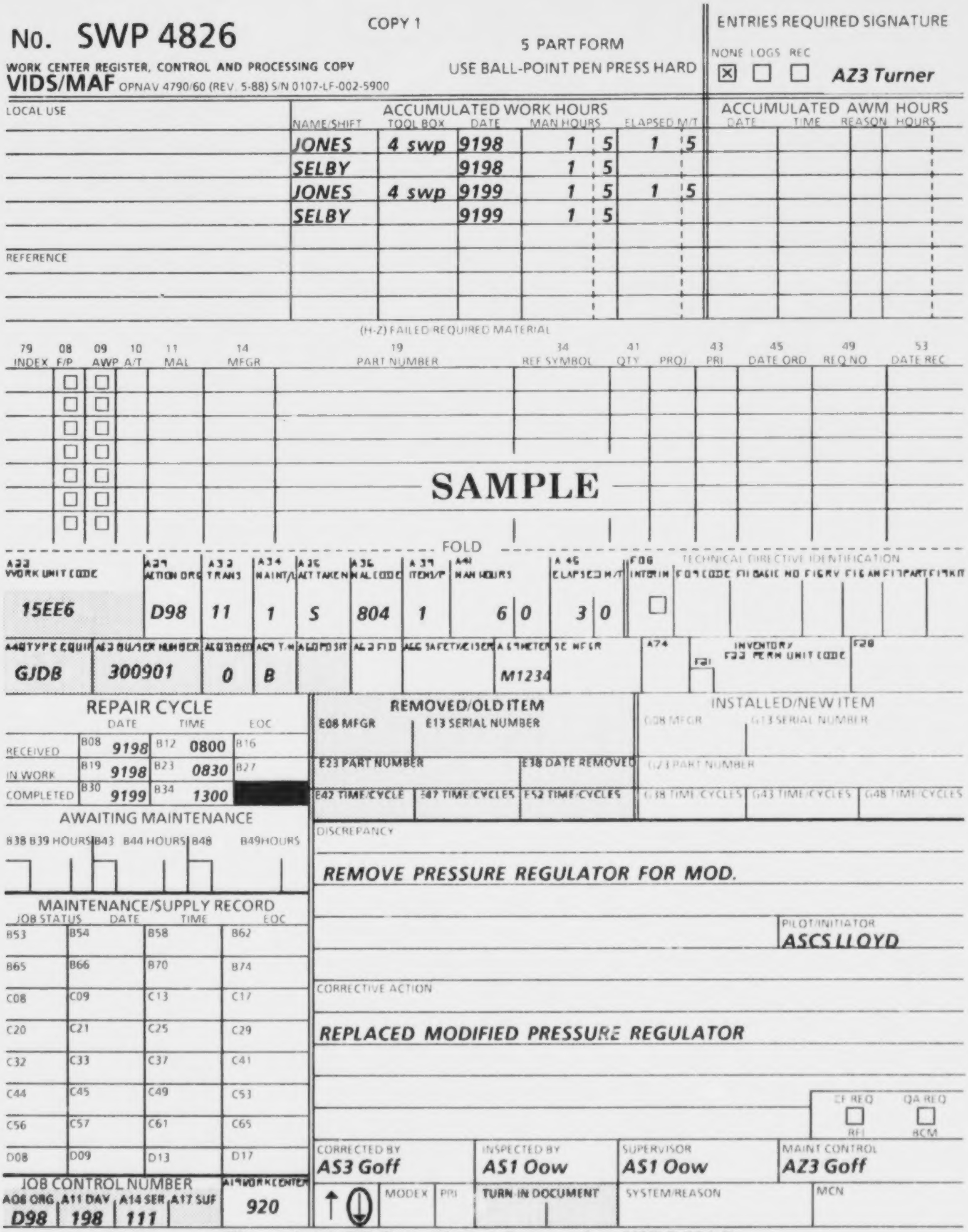
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Turner

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	4 swp	9198	1 5	1 5
SELBY		9198	1 5	
JONES	4 swp	9199	1 5	1 5
SELBY		9199	1 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A37 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F06 INTERIM
15EE6	D98	11	1	S	804	1	6 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F07 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 W/D	A61 T/M	A62 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GJDB	300901	0	B				M1234					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0830	B27
COMPLETED	B30 9199	B34 1300	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	111		920

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

REMOVE PRESSURE REGULATOR FOR MOD.

PILOT/INITIATOR ASCS LLOYD

CORRECTIVE ACTION

REPLACED MODIFIED PRESSURE REGULATOR

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 Goff	AS1 Oow	AS1 Oow	AZ3 Goff

MODEX

PRI

TURN IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-67 TD Compliance Supporting VIDS/MAF

TD Compliance Turn-In Document (Figure 9-69)

Figure 9-69 is an example of a TD compliance turn-in document to initiate off-equipment compliance with a TD. The TD compliance turn-in document is a VIDS/MAF with the same JCN as the component removal document. For component TD compliance actions on supply stock, the TD compliance turn-in document will be generated by the supply department using a supply JCN; no removal document is required. SCIR is not documented on turn-in documents. The following data blocks require entries to generate a TD compliance turn-in document:

A22 - Enter the WUC. The applicable WUC as indicated in the subject line of the TD.

A48 - Enter the TEC. Must be a Y or D series code for a component TD compliance.

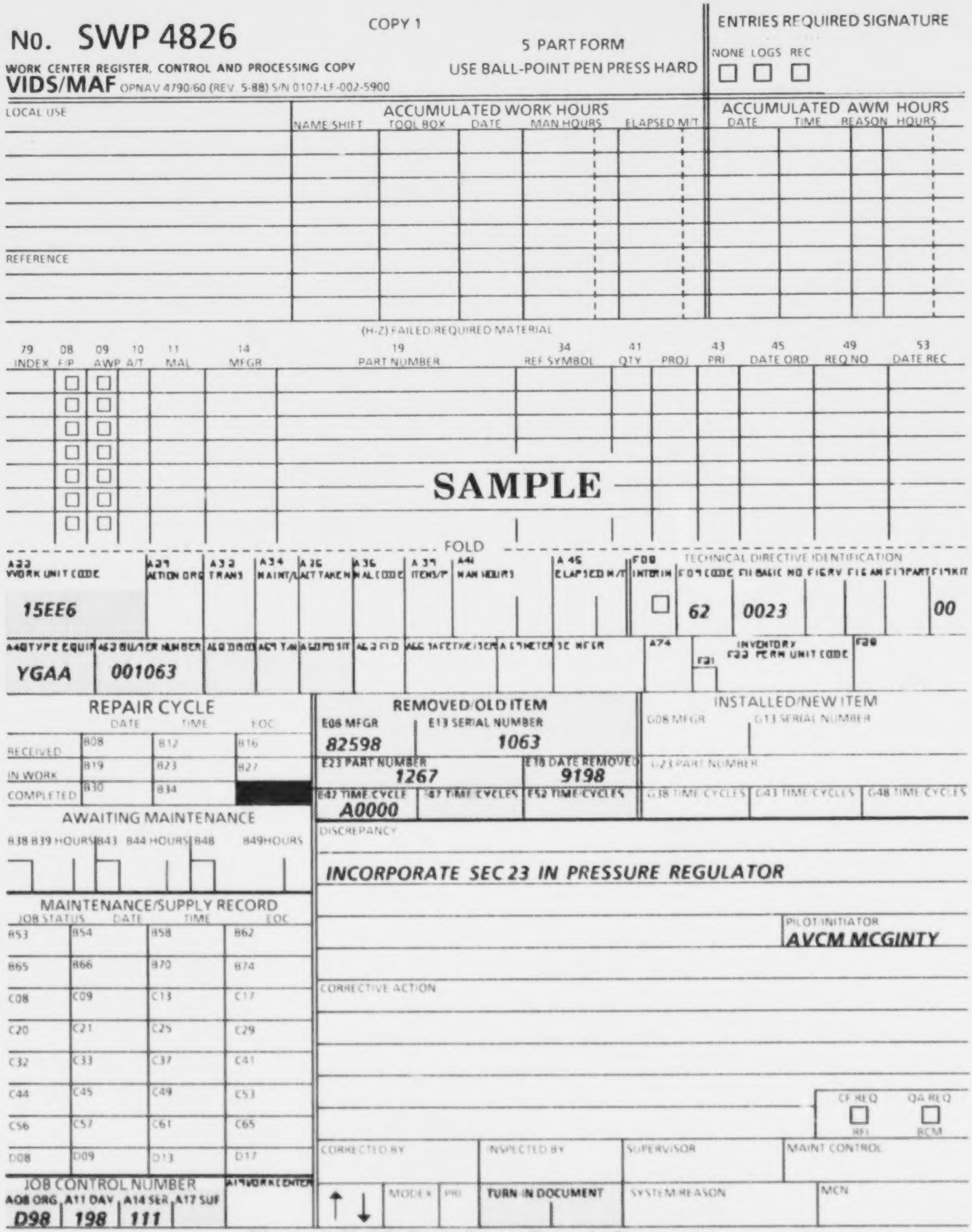
A52 - Enter the appropriate component serial number or 000000 if non-serialized.

F08 through F19 - Enter the appropriate data that identifies the TD (paragraph 9.2.4.16).

E08 through E52 - Enter the appropriate data for the turned in component.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME SHIFT / TOOL BOX / DATE / MAN HOURS / ELAPSED M/T

ACCUMULATED AWM HOURS: DATE / TIME / REASON / HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX / 08 F/P / 09 AWP / 10 A/T / 11 MAL / 14 MFGR / 19 PART NUMBER / 34 REF SYMBOL / 41 QTY / PROJ / 43 PRI / 45 DATE ORD / 49 REQ NO / 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE: 15EE6

A29 ACTION ORG / A32 TRANS / A34 MAINT/L / A35 ACT TAKEN / A36 MAL CODE / A39 ITEMS/P / A41 MAN HOURS / A45 ELAPSED M/T / F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE 62 / F11 BASIC NO 0023 / F15 REV / F16 AM / F17 PART / F19 KIT 00

A48 TYPE EQUIP: YGAA

A52 BU/SER NUMBER: 001063

A74 / F31 / INVENTORY F22 PERM UNIT CODE / F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E06 MFGR: 82598

E13 SERIAL NUMBER: 1063

E23 PART NUMBER: 1267

E18 DATE REMOVED: 9198

E42 TIME CYCLE: A0000

E47 TIME CYCLES / E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR / G13 SERIAL NUMBER / G23 PART NUMBER / G38 TIME CYCLES / G43 TIME CYCLES / G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS / B43 B44 HOURS / B48 B49 HOURS

DISCREPANCY

INCORPORATE SEC 23 IN PRESSURE REGULATOR

PILOT/INITIATOR: AVCM MCGINTY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI / QA REQ ☐ BCM

CORRECTED BY / INSPECTED BY / SUPERVISOR / MAINT CONTROL

JOB CONTROL NUMBER: A08 ORG D98 / A11 DAY 198 / A14 SER 111 / A17 SUF

A19 WORK CENTER

↑ ↓ MODEX / PRI / TURN-IN DOCUMENT / SYSTEM REASON / MCN

Figure 9-69 TD Compliance Turn-In Document

Off-Equipment TD Compliance Action (Figure 9-71)

Figure 9-71 is an example of a completed off-equipment TD compliance action. Off-equipment TD compliance actions are documented by completing the TD compliance turn-in document. SCIR is not documented on off-equipment work. The following data blocks require entries to complete an off-equipment TD compliance action ((*) denotes those data blocks transcribed from the turn-in document).

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - Specific WUC for the item being modified or inspected.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate TD compliance status code (Appendix J).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Enter the appropriate serial number.

A60* - Position sensitive indicator if applicable.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

F08 through F19* - Technical directive identification (paragraph 9.2.4.16).

E08 through E52* - Enter the appropriate data that identifies the turned-in component.

G08 through G48 - Enter the appropriate data that identifies the component that the action was completed on.

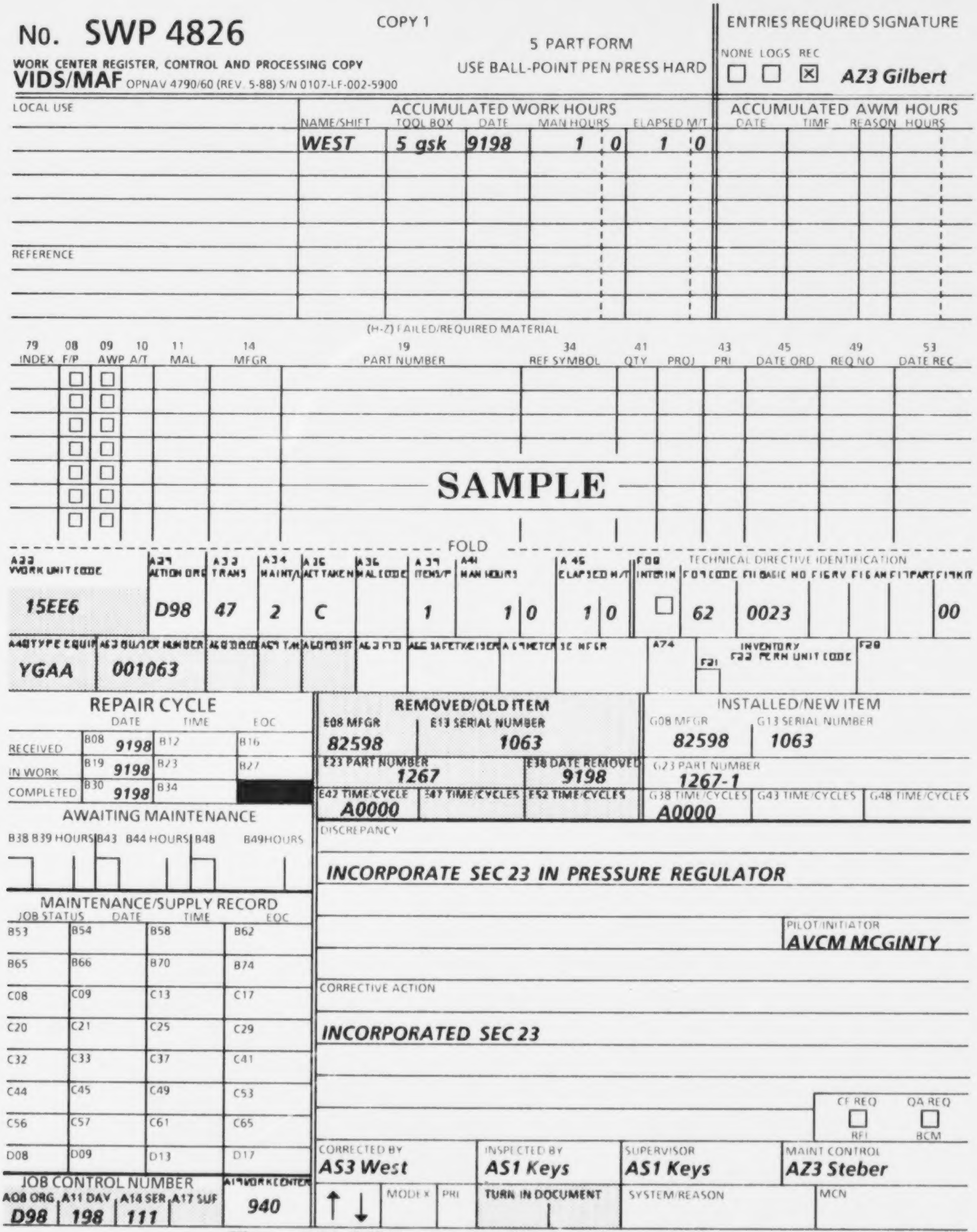
A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Gilbert

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WEST	5 gsk	9198	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A27 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
15EE6	D98	47	2	C		1	1 0	1 0	☐	62	0023				00

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 DOD	A67 T/M	A68 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
YGAA	001063											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12	B16
IN WORK	B19 9198	B23	B27
COMPLETED	B30 9198	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
82598	1063

E23 PART NUMBER	E38 DATE REMOVED
1267	9198

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A0000		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
82598	1063

G23 PART NUMBER 1267-1

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A0000		

DISCREPANCY

INCORPORATE SEC 23 IN PRESSURE REGULATOR

PILOT/INITIATOR AVCM MCGINTY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

INCORPORATED SEC 23

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 West	AS1 Keys	AS1 Keys	AZ3 Steber

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
D98	198	111		940

↑ ↓ MODEX PRI TURN IN DOCUMENT SYSTEM/REASON MCN

Figure 9-71 Off-Equipment TD Compliance Action

TD Compliance Removal (Figure 9-73)

Figure 9-73 is an example of a TD compliance removal which is documented in the same manner as TD incorporations except for block A35.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 41 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be Q (Appendix J).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A60 - Enter the appropriate position sensitive indicator (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, and completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

F08 through F19 - Technical directive identification (paragraph 9.2.4.16).

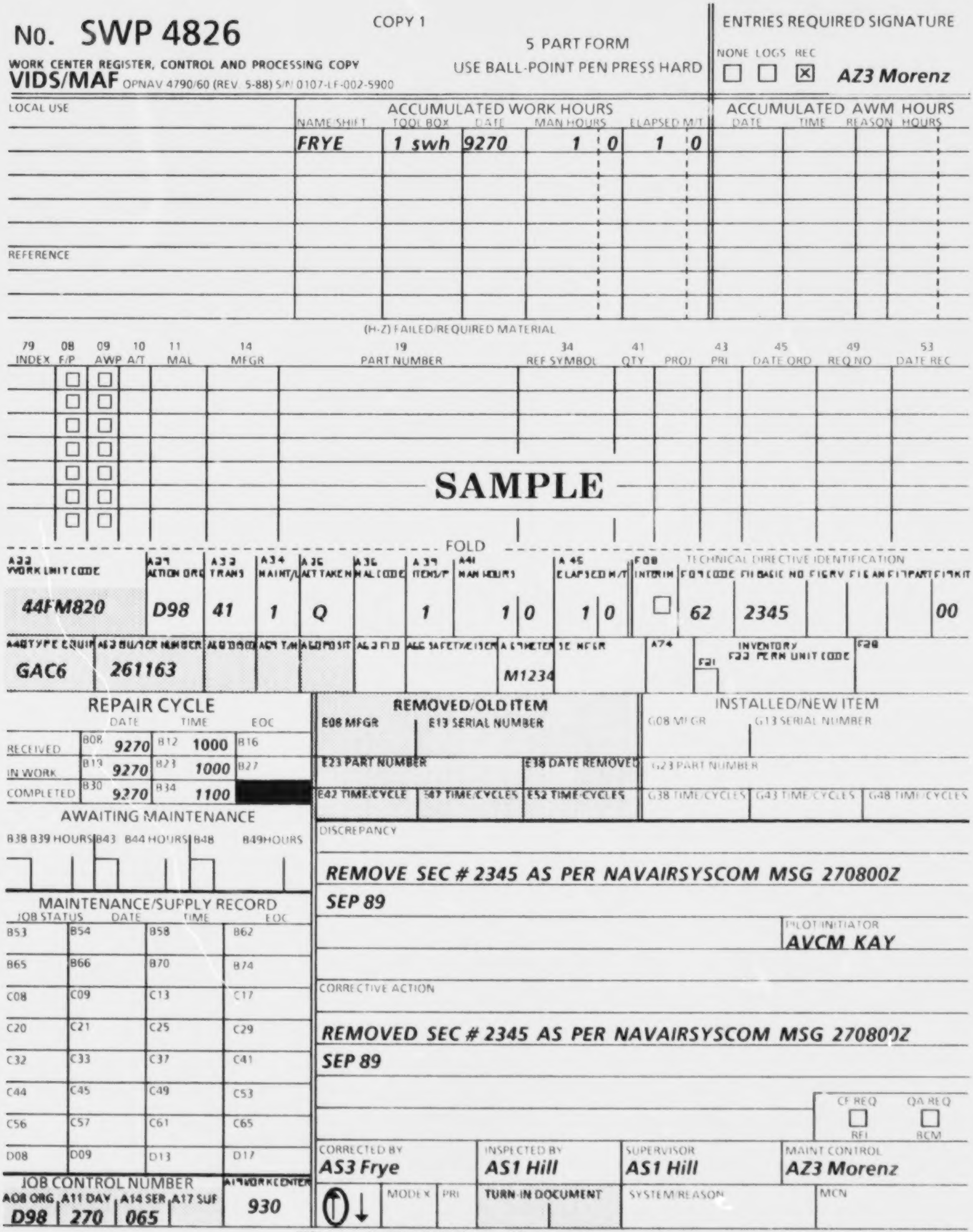
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Morenz

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
FRYE	1 swh	9270	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F14 REV	F16 AM	F17 PART	F19 KIT
44FM820	D98	41	1	Q		1	1 0	1 0	☐	62	2345				00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A67 METER	MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GAC6	261163						M1234					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9270	B12 1000	B16
IN WORK	B19 9270	B23 1000	B27
COMPLETED	B30 9270	B34 1100	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

REMOVE SEC # 2345 AS PER NAVAIRSYSCOM MSG 270800Z SEP 89

PILOT/INITIATOR AVCM KAY

CORRECTIVE ACTION

REMOVED SEC # 2345 AS PER NAVAIRSYSCOM MSG 270800Z SEP 89

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 Frye	AS1 Hill	AS1 Hill	AZ3 Morenz

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	270	065		930

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM REASON

MCN

Figure 9-73 TD Compliance Removal

9.3.6 SE Close Out. A VIDS/MAF must be closed out for any maintenance action when the maintenance/supply record becomes full. If SCIR is being documented, the maintenance action must be closed out at the end of the reporting period. Close out is done by using the existing VIDS/MAF and completing the maintenance action on the completed line as of 2400 on the date of close out. Transaction Code 11, Action Taken N, and 0 items processed will be used for all repair actions. Inspection control documents use Action Taken Code O; TD compliances use Transaction Code 41, and TD Status (action taken code) W. Document as much of the WUC as is known at the time of close out while conforming to the WUC structure described in Chapter 2. If WUC is not known, use the WUC that describes the end item (such as, 19PRO, 78HGO, 24BCO). Documentation of a maintenance action that has been closed out is continued by generating a new VIDS/MAF. On reinitiated VIDS/MAF, data blocks not discussed as follows should be left open to collect information that becomes available as the maintenance action progresses.

Close Out (Figures 9-75 through 9-81)

Figure 9-75 is an example of a VIDS/MAF documented closing out a maintenance action on the last day of the reporting period.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 or 41 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be N for repair actions, O for inspection control documents (Appendix E) and W for TDs (Appendix J).

A36 - Enter the appropriate malfunction description code, if applicable (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code, if applicable (Appendix R).

A59 - Enter the appropriate type maintenance code, if applicable (Appendix H).

A60 - Enter the appropriate position sensitive indicator, if applicable.

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received and started. Completed blocks are as of 2400 the last day of the reporting period. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

F08 through F19 - Technical directive identification, if applicable (paragraph 9.2.4.16).

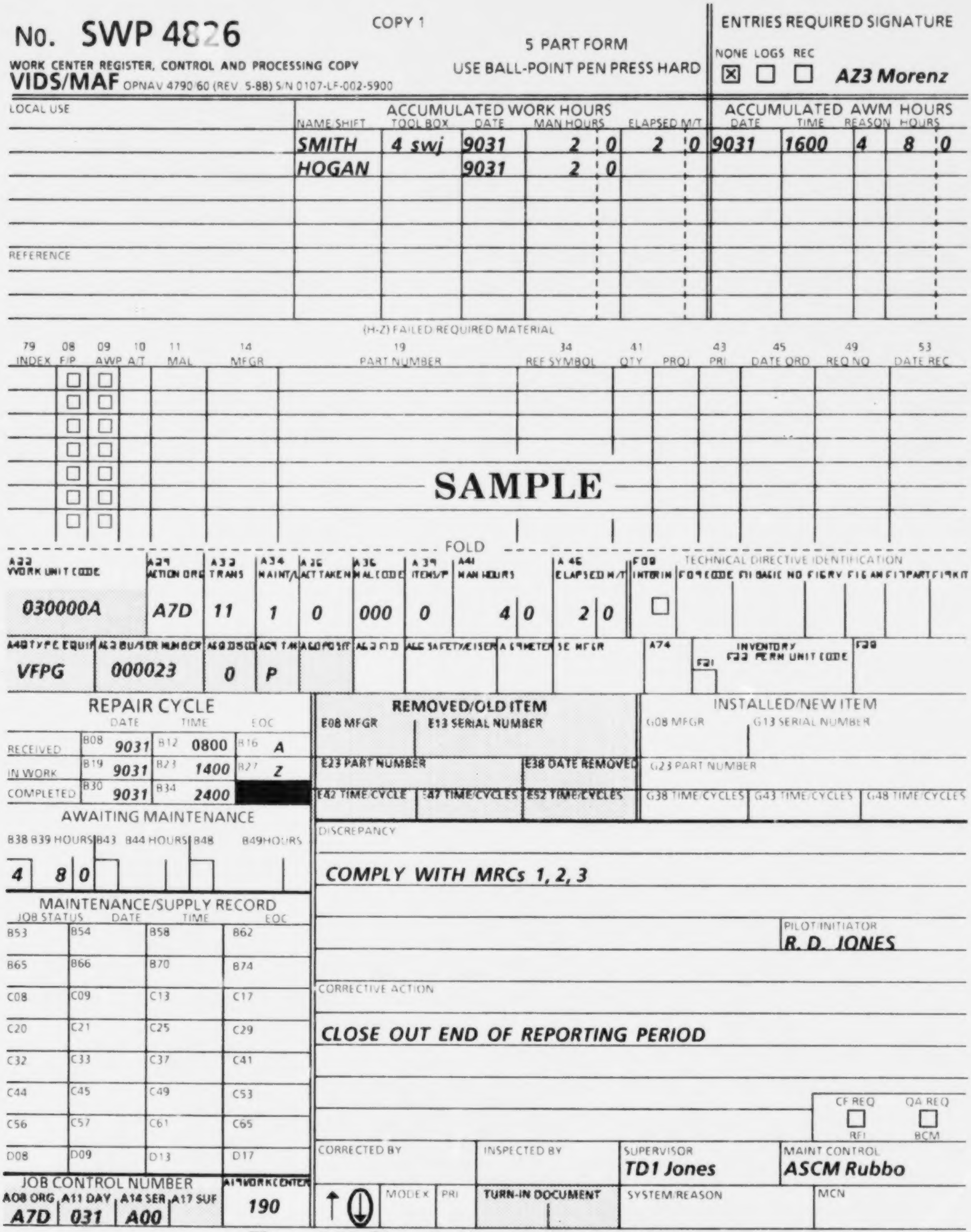
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative reason for close out.

SUPERVISOR - Enter the appropriate signature and rate.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Morenz

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	4 swj	9031	2 0	2 0
HOGAN		9031	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9031	1600	4	8 0

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
030000A	A7D	11	1	0	000	0	4 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 TM	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VFPG	000023	0	P									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9031	B12 0800	B16 A
IN WORK	B19 9031	B23 1400	B27 Z
COMPLETED	B30 9031	B34 2400	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
4	8 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
A7D	031	A00		190

DISCREPANCY

COMPLY WITH MRCs 1, 2, 3

PILOT/INITIATOR R. D. JONES

CORRECTIVE ACTION

CLOSE OUT END OF REPORTING PERIOD

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR TD1 Jones

MAINT CONTROL ASCM Rubbo

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-75 Close Out in a Maintenance Status

Reinitiated VIDS/MAF in a Maintenance Status (Figure 9-77)

Figure 9-77 is an example of the VIDS/MAF documented to reinitiate a VIDS/MAF which has been closed out in a maintenance status. Data blocks not mentioned should be left open to collect the information that becomes available as the maintenance action progresses.

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s) and/or record supply requisition(s) (if applicable).

A22 - Enter the specific WUC

A29 - Enter the appropriate I-level organization code.

A34 - Maintenance level; must be 1.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

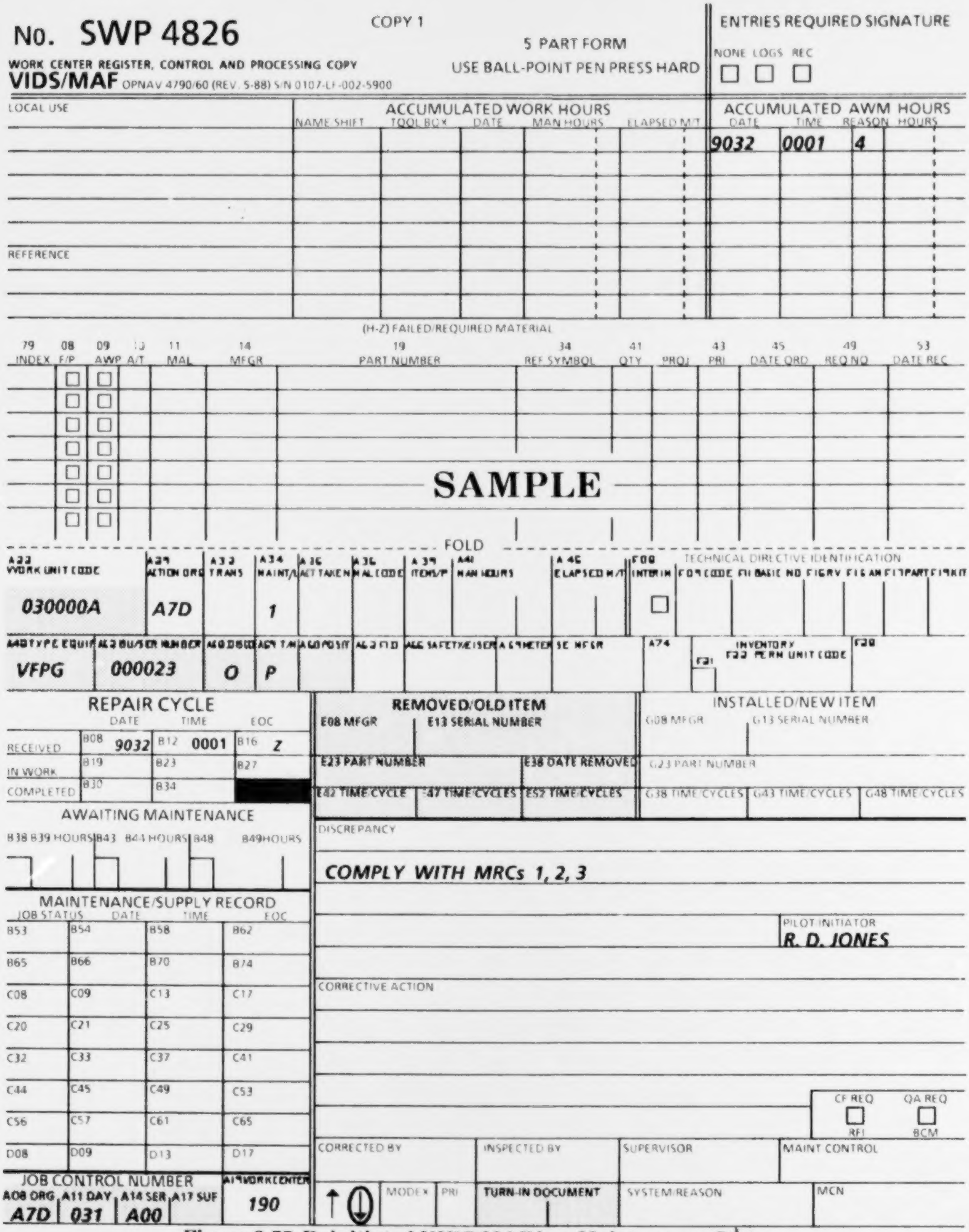
B08 through B34 - Enter the first day of the new reporting period and 0001 for time. Enter EOC code (if applicable).

F08 through F19 - Technical directive identification (if applicable) (paragraph 9.2.4.16).

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9032	0001	4	

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 TD CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
030000A	A7D		1						☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/E ISER	A 6 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VFPG	000023	O	P									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9032	B12 0001	B16 Z
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

COMPLY WITH MRCs 1, 2, 3

PILOT INITIATOR

R. D. JONES

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A7D	031	A00		190

↑ ⓘ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-77 Reinitiated VIDS/MAF in a Maintenance Status

Close Out in a Supply Status (Figure 9-79)

Figure 9-79 is an example of the VIDS/MAF documented when closing out a maintenance action which was in a supply status at the end of the reporting period.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s) and/or record supply requisition(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken code; must be N (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received and started. Completed blocks are as of 2400 the last day of the reporting period. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries.

E08 through E52 - Identifies the removed component. (Note: Will not appear on Daily Audit Reports.)

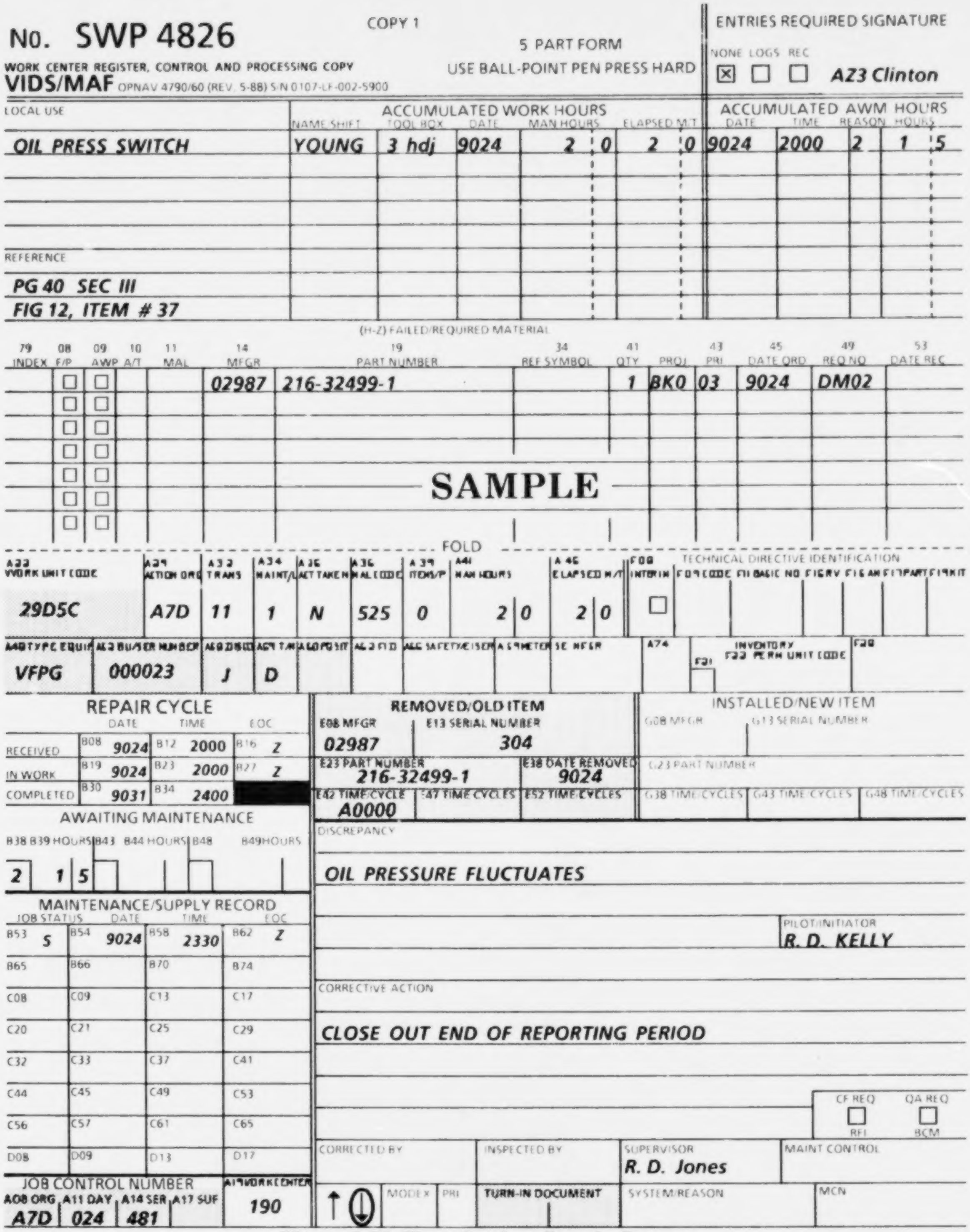
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative reason for close out.

SUPERVISOR - Enter the appropriate signature and rate.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Clinton

LOCAL USE	NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
	ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
OIL PRESS SWITCH	YOUNG	3 hdj	9024	2 0	2 0	9024	2000	2	1 5

REFERENCE

PG 40 SEC III

FIG 12, ITEM # 37

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			02987	216-32499-1		1	BK0	03	9024	DM02	
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
29D5C	A7D	11	1	N	525	0	2 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

TYPE EQUIP	BU/SER NUMBER	DISCOV	T/M	POSIT	FID	SAFETY/EI SER	METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VFPG	000023	J	D							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9024	B12 2000	B16 Z
IN WORK	B19 9024	B23 2000	B27 Z
COMPLETED	B30 9031	B34 2400	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
02987	304	
E23 PART NUMBER		E38 DATE REMOVED
216-32499-1		9024
E42 TIME/CYCLE	E47 TIME CYCLES	E52 TIME CYCLES
A0000		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	1 5				

DISCREPANCY

OIL PRESSURE FLUCTUATES

PILOT/INITIATOR R. D. KELLY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9024	B58 2330	B62 Z
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CLOSE OUT END OF REPORTING PERIOD

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		R. D. Jones	

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A7D	024	481		190

MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-79 Close Out in a Supply Status

Reinitiated VIDS/MAF in a Supply Status (Figure 9-81)

Figure 9-81 is an example of the VIDS/MAF documented to reinitiate a VIDS/MAF which had been closed out in a supply status. Data blocks not mentioned should be left open to collect the information that becomes available as the maintenance action progresses.

(H-Z) - Enter the failed part(s) and/or record supply requisition(s) (if applicable).

A22 - Enter the specific WUC.

A29 - Enter the appropriate I-level organization code.

A34 - Maintenance level; must be 1.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the first day of the new reporting period and 0001 for time in "received" and "in work" blocks. Enter EOC code (if applicable).

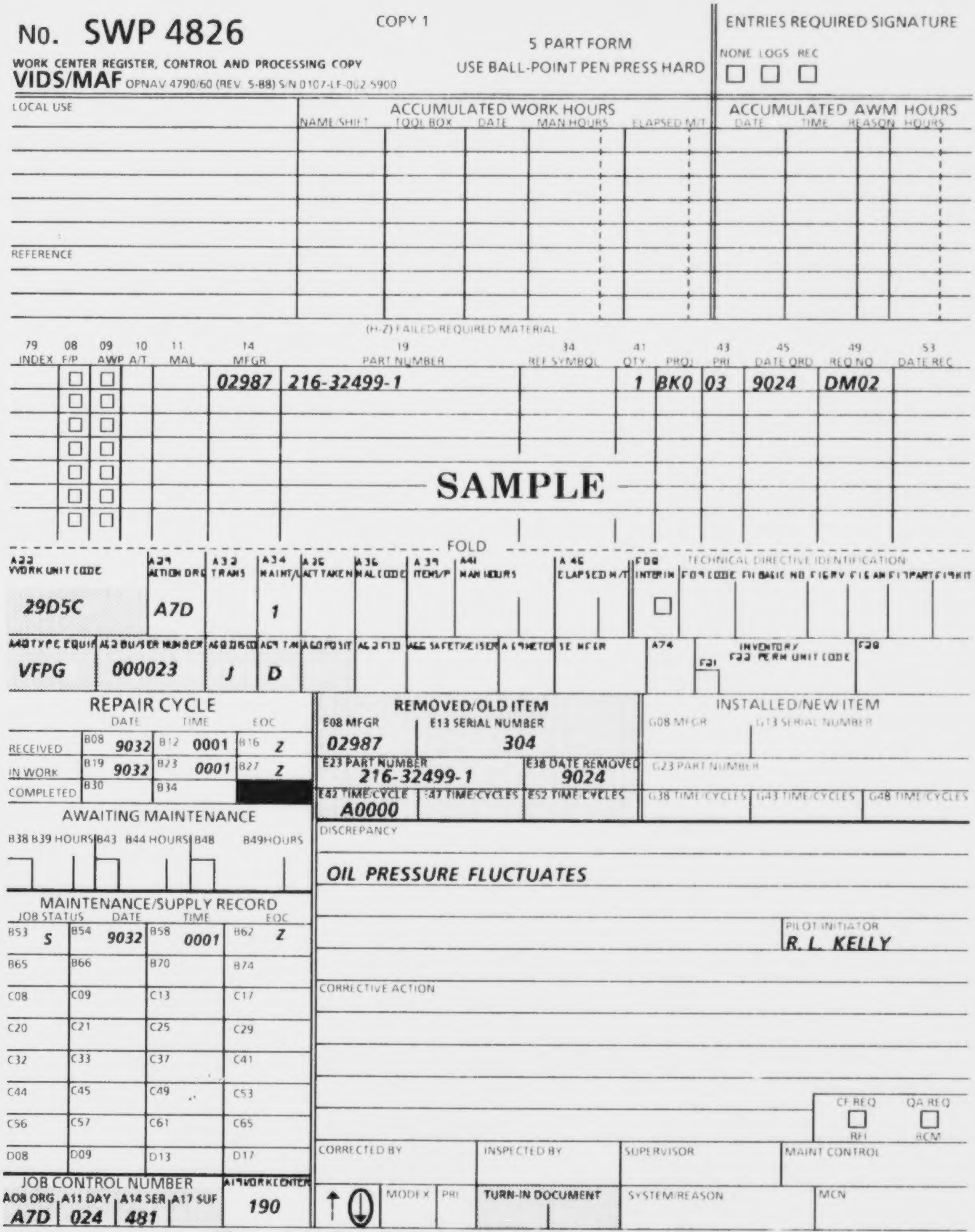
B53 through D17 - Enter S in block B53, the first day of the new reporting period in block B54, and 0001 in block B58. Enter EOC code if applicable.

E08 through E52 - Enter the appropriate data.

A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.



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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			02987	216-32499-1		1	BK0	03	9024	DM02	
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F19 KIT
29D5C	A7D		1						☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A08 TYPE EQUIP	A12 BU/SER NUMBER	A60 DISC	A61 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
VFPG	000023	J	D									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9032	B12 0001	B16 Z
IN WORK	B19 9032	B23 0001	B27 Z
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR 02987

E13 SERIAL NUMBER 304

E23 PART NUMBER 216-32499-1

E38 DATE REMOVED 9024

E42 TIME/CYCLE A0000

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9032	B58 0001	B62 Z
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

OIL PRESSURE FLUCTUATES

PILOT/INITIATOR R. L. KELLY

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A7D	024	481		190

↑ ⓘ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-81 Reinitiated VIDS/MAF in a Supply Status

9.3.7 SE Inventory Reporting Procedures. The SE inventory reporting system provides the SE reporting custodian with a list of major assets on hand. SE may be inventoried using an inventory code of 0, except for selected training devices which require inventory and SCIR reporting as applicable. These reporting system requirements are in addition to the AMMRL Program and do not negate the reporting requirements published in NAVAIRINST 13650.1B (NOTAL). All equipment listed in OPNAVINST 5442.4L (NOTAL) require SCIR reporting.

9.3.7.1 Definitions. The following terms are used throughout this section in describing how to document inventory transactions.

9.3.7.1.1 Controlling Custodian. Support Equipment Controlling Authorities are responsible for fleet distribution and management of SE assets.

9.3.7.1.2 Reporting Custodian. Reporting custodian is the activity (usually an IMA) having primary custody of the SE as indicated on the IMRL.

9.3.7.1.3 Equipment Master Roster (E 00). The E-00 is a serialized listing, by reporting custodian, of all assets on hand or that require SCIR/utilization reporting. The E-00 will be updated and published monthly by the DSF. The E-00 will be kept current by production control to reflect those inventory and status changes that have occurred during the reporting period. Refer to Chapter 3 for a complete description of this report, its uses, and correction procedures.

9.3.7.1.4 Inventory Codes. Inventory status codes define the reporting requirements and current status of SE in the inventory reporting system. Inventory codes are listed in Appendix F.

9.3.7.1.4.1 "IN" Material Condition Reporting Status (MCRS) (Inventory Code A). The term "IN" MCRS means that a training device is in the inventory system and that it requires SCIR documentation. "IN" MCRS is the normal status of equipment listed in OPNAVINST 5442.4L (NOTAL). Utilization will be documented if applicable.

9.3.7.1.4.2 "OUT" Material Condition Reporting Status (Inventory Codes 1-4). When specifically authorized by the controlling custodian, an individual training device, normally requiring SCIR documentation, may be exempted from SCIR documentation by the reporting custodian. Such a unit is considered to be "OUT" of MCRS. Usually training devices will be placed "OUT" of MCRS for depot level maintenance. When a training device is placed "OUT" of MCRS, the EOC Code A applies to all existing SCIR discrepancies. Utilization will be documented if applicable.

9.3.7.1.4.3 Utilization Reportable. All equipment listed in OPNAVINST 5442.4L (NOTAL) require utilization reporting. Inventory Code 0 applies to SE, training devices, and missile targets that do not require SCIR documentation but requires utilization reporting.

9.3.7.1.5 Transaction Codes. Inventory transactions are described by the transaction codes in Appendix P.

9.3.7.1.5.1 Inventory Gain (Transaction Code 00). An inventory gain is the receipt of an SE unit into inventory reporting by a reporting custodian. Normally, equipment will be gained only if it requires SCIR or utilization reporting. Training devices may be gained in any inventory status. SE and missile targets will be gained with an inventory status of 0 only.

9.3.7.1.5.2 Inventory Loss (Transaction Code 03). An inventory loss is when a reporting custodian transfers an SE unit or strikes it from naval service. An inventory loss is documented only if the unit has previously been gained and is in the inventory system. Equipment may be lost in any inventory status as listed in the current E-00.

9.3.7.1.5.3 Change of MCRS (Transaction Code 02). A change of the MCRS ("OUT" and "IN") that does not involve a change of reporting custodian.

9.3.7.2 Implementation. SE inventory reporting by an activity that is not currently using the VIDS/MAF for inventory control. The implementation date is normally the first day of a reporting period.

9.3.7.2.1 Prior to implementation, the reporting custodian's production control generates a list of all assigned SE that requires SCIR or utilization reporting. This list is forwarded to QA/A and contains:

a. Organization code.

b. Equipment TEC.

c. Equipment serial number.

d. Equipment inventory code (Appendix F).

e. Equipment meter reading.

9.3.7.2.2 QA/A screens for completeness and returns it to production control. Production control prepares VIDS/MAFs for all reportable equipment.

9.3.7.2.3 The DSF generates a machine prepared listing and returns a minimum of two copies to the QA/A for distribution to production control.

9.3.7.2.4 Production control reviews the returned lists for completeness and accuracy. Corrections will be made by normal submission of proper source documents (Chapter 3).

9.3.7.2.5 The DSF will correct the master file, compute the assigned hours for SCIR reporting, and forward an Equipment Master Roster (E-00) to the reporting custodian.

9.3.7.3 Inventory System Documentation Procedures. Figure 9-83 lists the codes necessary to properly document inventory transactions. Figures 9-85, 9-87, and 9-89 are examples of VIDS/MAFs used to to document equipment gain, loss, or changes in MCRS.

Transaction Code	+	Inventory Code	=	Inventory Transaction
00		A		Gain into inventory of an equipment that requires SCIR documentation and is "IN" MCRS; document utilization if applicable.
00		1-4		Gain into inventory of an equipment that requires SCIR documentation but is "OUT" of MCRS; document utilization if applicable.
00		0		Gain into inventory of an equipment that does not require SCIR documentation but requires utilization documentation.
03		A		Loss from inventory of an equipment that requires SCIR documentation and was "IN" MCRS.
03		1-4		Loss from inventory of an equipment that requires SCIR documentation but was "OUT" of MCRS.
03		0		Loss from inventory of an equipment that did not require SCIR documentation but required utilization documentation.
02		A		Placement "IN" MCRS of an equipment that is already in inventory but had been "OUT" of MCRS; document utilization if applicable.
02		1-4		Placement "OUT" of MCRS an equipment that is already in inventory but had been "IN" MCRS; document utilization if applicable.

Figure 9-83 Inventory vs Transaction Code

Inventory Transaction (Gain) (Figure 9-85)

Figure 9-85 is an example of a VIDS/MAF documented when reporting an equipment gain.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - Transaction code: must be 00 (Appendix P).

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the serial number of the item being processed. The serial number is always six characters and not zero. If there are fewer than six characters, prefix the number with zeros until there are six. If there are more than six characters, enter only the last six. If there is no serial number (due to missing name plates, etc.), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three-character serial (such as, A9D001, A9DAAT). This assigned serial number is to be affixed to the equipment and will remain with the unit until the equipment is stricken from naval inventory.

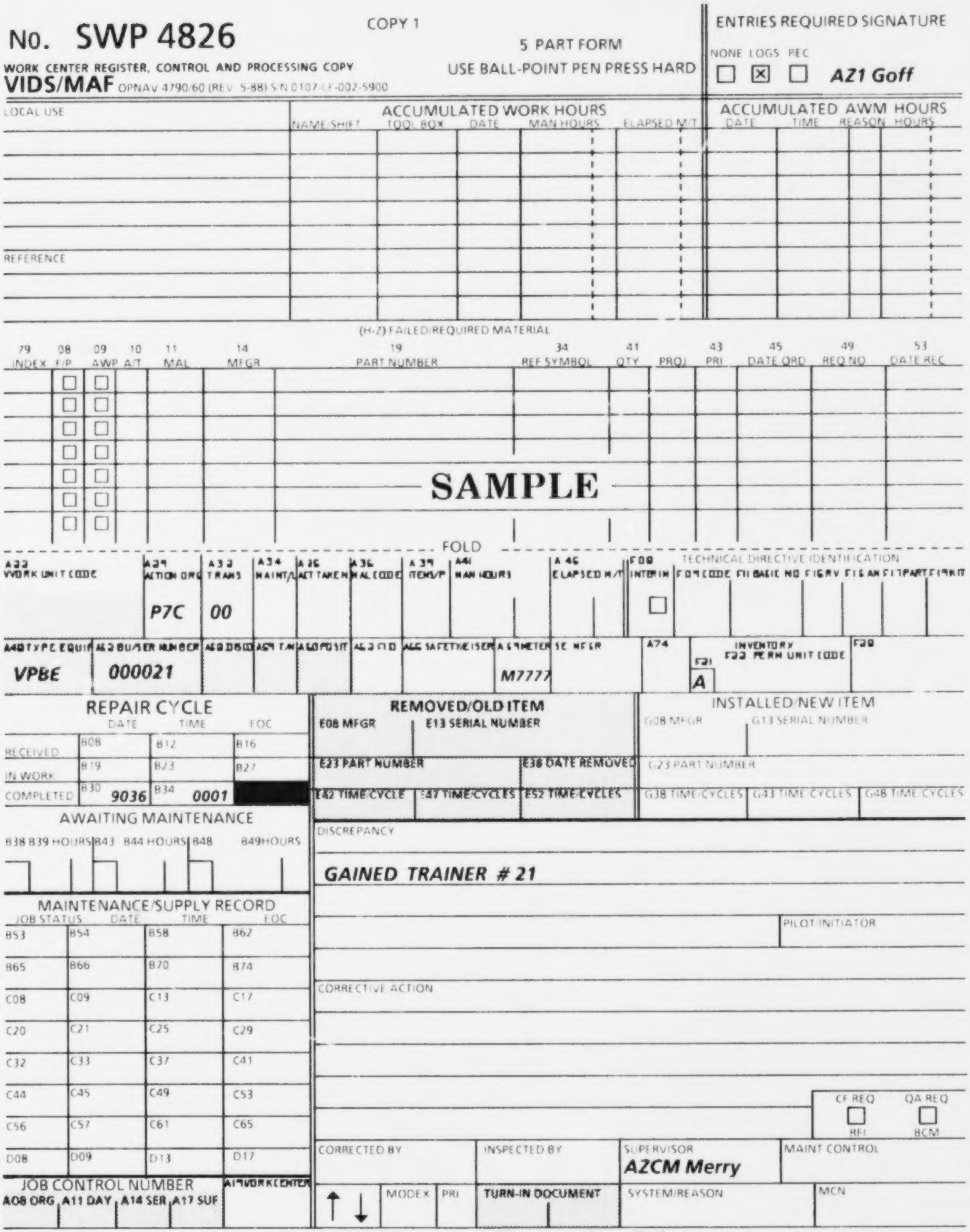
A69 - Enter the appropriate meter time in whole hours (no tenths) or cycles/starts from the equipments meter. Prefix with enough zeros and the letter M or S to make a total of five positions (such as, M0921). If the equipment has no meter, enter A0000.

F21 - Enter the inventory code for the equipment (Appendix F).

B30 and B34 - Enter the Julian date of the transaction and 0001 for gains.

DISCREPANCY - Enter the narrative description of the inventory transaction.

SUPERVISOR - Enter signature and rate.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 Goff

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
	P7C	00							☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISCD	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A65 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F20
VPBE	000021						M7777			A		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 9036	B34 0001	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

GAINED TRAINER # 21

PILOT/INITIATOR

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR AZCM Merry

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG A11 DAY A14 SER A17 SUF

A19 WORK CENTER

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-85 Inventory Transaction (Gain)

Inventory Transaction (Change in MCRS) (Figure 9-87)

Figure 9-87 is an example of a VIDS/MAF documented when reporting a "change" in an equipment material condition reporting status.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - Transaction code; must be 02 (Appendix P).

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the serial number of the item being processed. Refer to Figure 9-85.

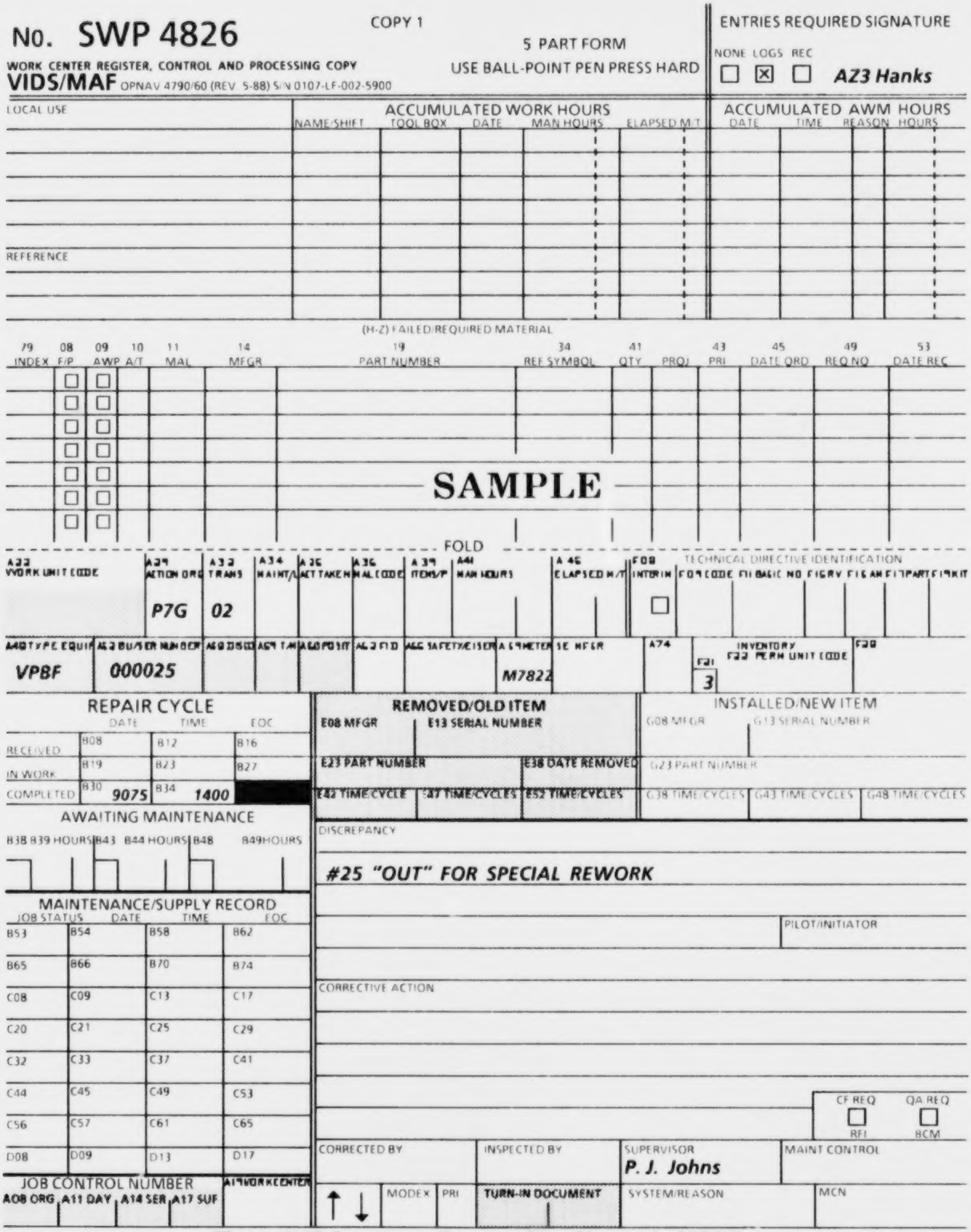
A69 - Enter the appropriate meter time in whole hours (no tenths) or cycles/starts from the equipments meter. Prefix with enough zeros and the letter M or S to make a total of five positions, such as, M0921. If the equipment has no meter, enter A0000.

F21 - Enter the inventory code for the equipment (Appendix F).

B30 and B34 - Enter the actual Julian date and the time of the transaction.

DISCREPANCY - Enter the narrative description of the inventory transaction.

SUPERVISOR - Signature and rate.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ3 Hanks

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
	P7G	02							☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VPBF	000025						M7822			3		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 9075	B34 1400	

REMOVED/OLD ITEM: E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLE, E47 TIME/CYCLES, E52 TIME/CYCLES

INSTALLED/NEW ITEM: G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G43 TIME/CYCLES, G48 TIME/CYCLES

AWAITING MAINTENANCE: B38 B39 HOURS, B43 B44 HOURS, B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

#25 "OUT" FOR SPECIAL REWORK

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR P. J. Johns

MAINT CONTROL

JOB CONTROL NUMBER: A08 ORG, A11 DAY, A14 SER, A17 SUF

A19 WORK CENTER

↑ ↓ MODEX, PRI, TURN-IN DOCUMENT, SYSTEM/REASON, MCN

Figure 9-87 Inventory Transaction (Change in MCRS)

Inventory Transaction (Loss) (Figure 9-89)

Figure 9-89 is an example of a VIDS/MAF documented when reporting an equipment loss.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the organization code of the reporting custodian making the inventory transaction.

A32 - Transaction code; must be 03 (Appendix P).

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the serial number of the item being processed. Refer to Figure 9-85.

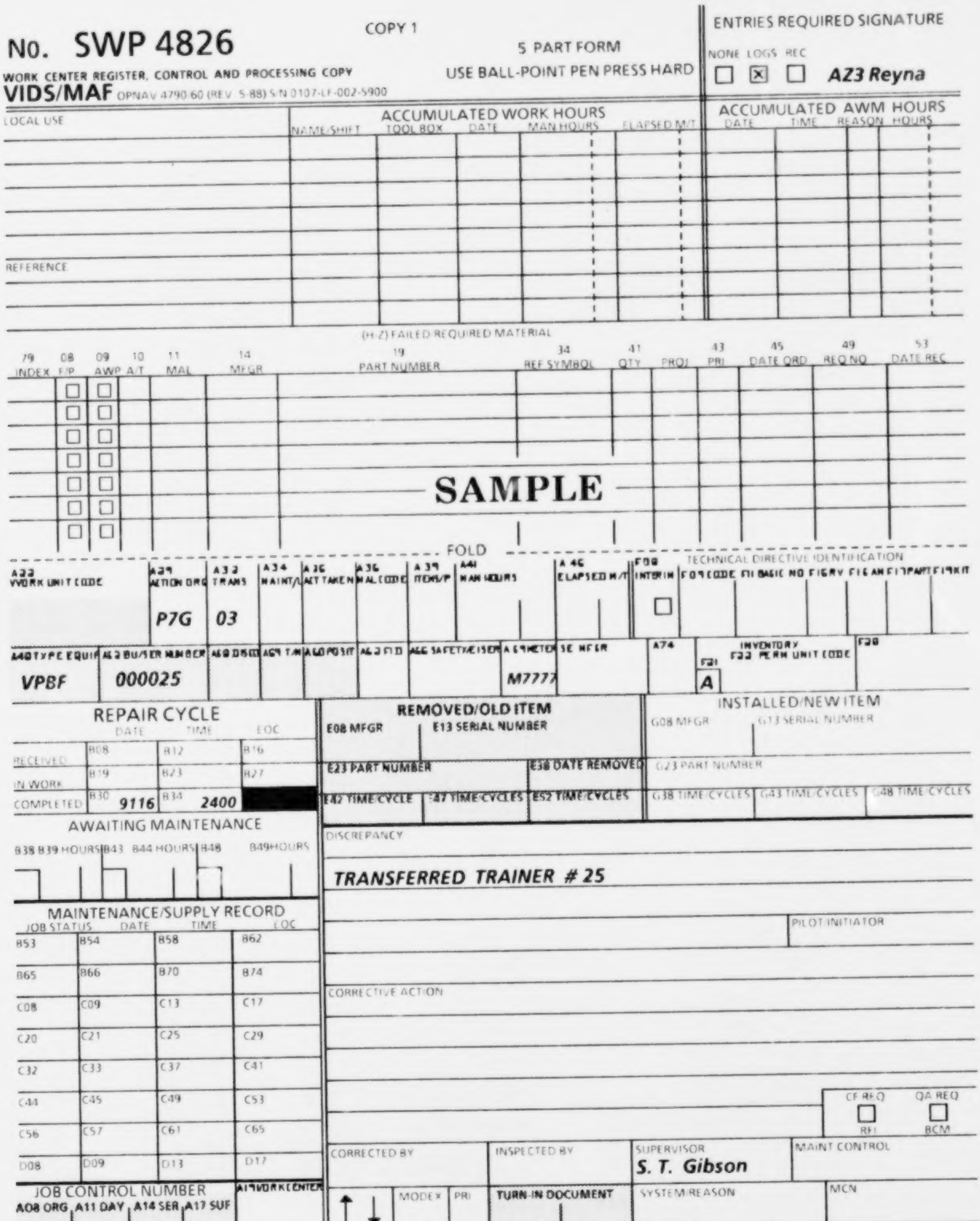
A69 - Enter the appropriate meter time in whole hours (no tenths) or cycles/starts from the equipments meter. Prefix with enough zeros and the letter M or S to make a total of five positions, such as, M0921. If the equipment has no meter, enter A0000.

F21 - Enter the inventory code for the equipment (Appendix F).

B30 and B34 - Enter the Julian date of the transaction and 2400 for a loss.

DISCREPANCY - Enter the narrative description of the inventory transaction.

SUPERVISOR - Signature and rate.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ *A23 Reyna*

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
	P7G	03							☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/E-ISER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VPBF	000025						M7777			A		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 9116	B34 2400	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

TRANSFERRED TRAINER # 25

PILOT/INITIATOR

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR *S. T. Gibson*

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG A11 DAY A14 SER A17 SUF

A1 WORKCENTER

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-89 Inventory Transaction (Loss)

9.3.8 Change of Reporting Custodian. All maintenance actions, SCIR related or not, are terminated when an equipment transfer involves a change of reporting custodian. This is done by completing the maintenance action on the completed line as of 2400 on the date of the equipment transfer. Transaction Code 11, Action Taken Code N, and 0 items processed will be used. The only signature required is that of the supervisor. Refer to paragraph 9.3.7 for a description of inventory procedures required for the change of reporting custodian.

9.3.9 Subsystem Capability and Impact Reporting (SCIR) System. The SCIR system is used to monitor mission capability of selected systems/ subsystems. SCIR will be documented on the VIDS/MAF concurrently with the maintenance action that caused the reduction of the equipment's mission capability. This system will provide managers with the degree of mission impairment, the length of time the equipment's capability was reduced, the system/subsystem that caused mission impairment, and maintenance/supply impact on equipment capability.

9.3.9.1 Equipment Operational Capability (EOC) Codes. An EOC code is a structured, three-character code which relates a particular system or subsystem within a given model/type of equipment to a mission capability of that equipment. The first position of the EOC code is an alpha character which describes mission capability; the last two positions are numeric characters which identify the system/subsystem (first two characters of the WUC) causing mission capability impairment. Each type/model/series (T/M/S) aircraft under the SCIR system has an EOC code list, called a mission essential subsystem matrix (MESM). MESMs are published by the CNO in OPNAVINST 5442.4L (NOTAL). The alpha character of the EOC code is documented in the EOC column of the repair cycle and Maintenance/Supply Record sections of the VIDS/MAF. Numeric characters of the EOC code (second and third positions) are computer generated using the following rules:

a. If the first position of the EOC code is A, the computer will generate a zero in the second and third positions of the EOC code.

b. If the first position of the EOC code is in a range of B-H, J-L, or W-Z, and the first two positions of the WUC are 03, 04, or in a range of 11-99, the computer will generate the second and third positions of EOC code from the first two positions of the WUC. Otherwise, blanks will be placed into the second and third positions of the EOC code by the computer.

9.3.9.2 Mission Capability. Maintenance actions impacting mission capability of the end item are considered to be SCIR related. Mission capability is impacted whenever a system or subsystem listed on the MESM cannot be used for its intended function. Sometimes only the function is listed on the MESM. A subsystem is considered nonfunctional even though the final disposition may be no defect (A-799). Sometimes a discrepancy report will imply that the subsystem is functional but troubleshooting proves that it was not. In these cases, mission capability is considered to be impacted from the time the discrepancy was reported.

9.3.9.3 SCIR Application. SCIR is applicable to all on-equipment work on end items having a MESM and is documented by the work center performing the maintenance action whenever mission capability is impacted. When SCIR is not applicable, do not enter any EOC code.

9.3.9.3.1 SCIR is applicable when mission capability is impaired while:

a. Repairing an end item.

b. Inspecting an end item.

c. Installing a TD on an end item.

d. Removing a component from an end item for repair, modification, or calibration.

9.3.9.3.2 SCIR is not documented:

a. On end items not having a MESM.

b. When performing off-equipment work.

c. When the maintenance action or discrepancy does not impair mission capability of the aircraft.

9.3.9.4 Data Groups. SCIR data is entered in blocks B08 through D17 of the VIDS/MAF as illustrated in Figure 9-91.

9.3.9.4.1 Sections. The term section describes a physical cluster of data blocks on the VIDS/MAF. Three sections used for SCIR documentation are:

a. Repair Cycle. Blocks B08 - B34.

b. AWM. Blocks B38 - B49.

c. Maintenance/Supply Record. Blocks B53 - D17.

9.3.9.4.2 Columns. A column is a vertical stack of data blocks designed to collect the same data element, for example, EOC column is blocks B16 and B27 in the Repair Cycle section, and blocks B62, B74, C17, etc., in the Maintenance/Supply Record section.

9.3.9.4.3 Lines. A line is a horizontal group of data blocks designed to record the essence of a single event. For example, blocks B08, B12, and B16 are the received line of the Repair Cycle section; and blocks B53, B54, B58, and B62 are the top line of the Maintenance/Supply Record section.

9.3.9.5 Maintenance and Supply Definitions. The total length of time an equipment's mission capability is impaired is divided into two major categories, maintenance and supply. Figures 9-95, 9-96, and 9-97 illustrate the most common maintenance versus supply situations. The following is a list of definitions and explanations of maintenance and supply terms in SCIR documentation.

9.3.9.5.1 EMT. This time is spent actually working on the end item and is always documented as maintenance time, even though parts may be on order from supply. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job.

9.3.9.5.2 AWM. The time no work is being performed on the end item and no parts are on order from supply. Even though work is stopped for a lack of parts, it is considered AWM until the demand is placed on the supply department.

9.3.9.5.3 Maintenance Time. The sum of AWM (see paragraph 9.3.9.8) and EMT.

9.3.9.5.4 AWP. Parts are not considered to be on order (AWP) until demand has been forwarded to the supply response section (SRS) of the supply department.

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	■

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

Figure 9-91 Data Groups Required for SCIR

9.3.9.5.5 SCIR Gripe Life. The total length of time a discrepancy is SCIR related. As a formula, SCIR GRIPE LIFE = AWP + EMT + AWM. (This formula is not applicable to inspection control documents).

9.3.9.5.6 Computer Generated AWM (AWM 0). Using the SCIR gripe life formula above, the computer will account for every hour of gripe life. Time which has not been accounted for as supply, EMT, or documented AWM will be categorized as AWM and assigned a Reason Code 0. Computer generated AWM will never be documented on the VIDS/MAF.

9.3.9.6 Repair Cycle Documentation. Figures 9-95, 9-96, and 9-97 illustrate how the repair cycle section would be filled out to document three common maintenance situations.

9.3.9.6.1 Received Line. Enter date and time maintenance action was reported. In EOC block (B16), enter EOC code that best describes the current mission capability of the equipment. "Received" is automatically considered to be in a maintenance status.

9.3.9.6.2 In-work Line. Enter the date and time work was begun on the maintenance action. The date and time on the in-work line must be equal to or later than the date and time on the received line. In the EOC block (B27), enter the EOC code that best describes the mission capability of the equipment when work was begun. "In-work" is automatically considered to be in a maintenance status.

9.3.9.6.3 Completed Line. Enter the date and time the maintenance action was completed. The date and time entered on the completed line must be the latest date and time entered in the repair cycle, or maintenance/supply record sections. As the completed line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC codes apply.

9.3.9.7 Maintenance/Supply Record Documentation. In the Maintenance/Supply Record section, the documentor keeps track of changes in job status between maintenance and supply, and changes in mission capability that occur during the maintenance action. The only job status conditions documented by SCIR are maintenance (M) and supply (S); therefore changes between EMT and AWM will not be documented, because both are defined as maintenance. Figures 9-95, 9-96, and 9-97 illustrate how Maintenance/ Supply Record section would be filled out to document three common maintenance situations.

9.3.9.7.1 Job Status Blocks. Enter the alpha character that describes the current job status. The alpha character S is used when maintenance is halted due to AWP. The alpha character M is used to indicate the end of an AWP status or a change of EOC code. (Refer to paragraph 9.3.9.9 for a explanation of a change in EOC code.)

9.3.9.7.2 Date and Time Blocks. Enter the date and time the job status indicated on that line began.

9.3.9.7.3 EOC Block. Enter the EOC code that best describes the mission capability of the equipment at the date and time indicated on that line.

9.3.9.7.4 Documentation Sequence. The date and time on the top line of the Maintenance/Supply Record sections (blocks B54 and B58) must be equal to or later than the date and time on the in-work line of the Repair Cycle section. The date and time on the succeeding line must be equal to or greater than the date and time on the line directly above.

9.3.9.8 Awaiting Maintenance Documentation. AWM is only accounted for during the time an end item mission capability is impaired. Do not accumulate AWM time on maintenance actions when SCIR is not documented or during the time A is documented in the EOC code blocks of the Repair Cycle and Maintenance/Supply Record sections. Figures 9-96, 9-97, and 9-98 illustrate how AWM would be documented in three of the most common maintenance situations.

9.3.9.8.1 Accumulated Awaiting Maintenance Section. This section is located in the upper right hand corner of the VIDS/MAF. This section is used as a scratch pad to record the begin date and time of the appropriate AWM Reason code(s) as listed in Appendix N. At the end of the AWM period, calculate the accumulated AWM Hours and enter in the hours block of this section.

9.3.9.8.2 Awaiting Maintenance Section. This section is used to record AWM Hours and Reason codes for SCIR related maintenance actions. At the end of maintenance action, or upon close out, total the AWM Hours by Reason code and enter the three most significant AWM reasons in this section (blocks B38 - B49). Order of significance may be determined by local policy.

9.3.9.9 Change of the EOC Code. When an equipment's mission capability is upgraded or degraded during a maintenance action, a new EOC code is assigned to reflect the change in the capability. A change of mission capability is documented by entering the date and time of the change in the next available line of the Repair Cycle of the Maintenance/Supply Record section, and entering the revised EOC code in the EOC block of that line. Enter M in the Job Status block on the line reflecting the change of capability if the change is documented in the Maintenance/Supply Record section. This code will always be M because changes can only occur as a result of the work performed on the end item (EMT will apply). Figure 9-98 illustrates a simple maintenance action involving the change of mission capability. Figure 9-99 illustrates a more complex maintenance action involving the multiple changes of the mission capability.

9.3.9.10 Not Currently Impacting Capability (EOC Code A). A is a special code recorded in the EOC blocks to indicate that the maintenance action being performed does not currently impair the end item's mission capability; however, at some time during the maintenance action equipment capability is impaired. The second and third positions of this code will be computer generated using rules discussed in paragraph 9.3.9.1. All EOC blocks will be left blank if equipment capability is never impacted. All EOC blocks will be filled with EOC codes of A if equipment capability is impacted at any time during the maintenance action. AWM is not accounted for during the time an EOC code of A exists. Figure 9-100 illustrates a maintenance action that requires EOC code of A to be documented. When equipment capability is impacted, enter the date and time of impact in the appropriate line of the repair cycle of the Maintenance/Supply Record section and the EOC code describing the degree of impact in the EOC block on that line. Fill in empty EOC blocks above that point with A.

9.3.9.11 Redundant Subsystems. Some equipment have redundant subsystems, such as, subsystems that perform the same or similar functions. These subsystems are always identified on the MESM with multiple EOC codes and a note explaining when to use them. When one of the subsystems is discrepant, the equipment capability is degraded and would be assigned an EOC code. If both subsystems are discrepant at the same time, the equipment capability would be further degraded and the EOC code for each maintenance action would be changed to reflect the reduced capability. When one of the maintenance actions no longer impacts equipment capability, the EOC code of the remaining maintenance action is changed to reflect the increased capability. Figure 9-101 illustrates a situation requiring documentation of redundant subsystems and shows how the SCIR portion of both VIDS/MAFs would be filled out to document the situation displayed.

9.3.9.12 Out of Reporting. When equipment is removed from SCIR reporting status, with no change of reporting custodian, the EOC code will be changed to A. When the equipment is returned to SCIR reporting status, the EOC code will be changed to reflect the mission capability at that time. Refer to paragraph 9.3.7 for an explanation of inventory actions.

9.3.9.13 Close Out. All unfinished maintenance actions that have impacted equipment mission capability any time during the month must be closed out on the last day of the month. Close out is not required for maintenance actions that have not impacted equipment capability, that is, maintenance actions with no EOC codes documented or those with only A documented. Close out is done by using an existing VIDS/MAF and completing the maintenance action as per paragraph 9.3.6.

9.3.9.14 Inspections. The following paragraphs describe the SCIR aspects of inspection documentation.

9.3.9.14.1 Look Phase - Single Work Center. When one work center is responsible for an entire inspection, man-hours, EMT, and SCIR are collected on the inspection control document in the normal manner as described in paragraph 9.3.3.

9.3.9.14.2 Look Phase - Multiple Work Centers. The inspection control document is used to collect man-hours and EMT expended by the work center controlling the inspection, and is the only look phase VIDS/MAF used to collect SCIR data. Man-hours and EMT expended by work centers other than the one controlling the inspection are collected on supporting look phase documents. Because SCIR data is not collected on supporting look phase documents, special care must be taken to ensure that AWM and supply time are accurately portrayed on the control document. Figure 9-102 illustrates an AWM supply situation that could occur when more than one work center is involved in a single inspection. Work center controlling the inspection is responsible for AWM and supply documentation in accordance with the following rules:

a. AWM. AWM is that maintenance time when no work is being performed by any work center involved in the inspection.

b. Supply. Supply time is when any work center involved in the inspection is AWP and no work is being performed by any work center involved in the inspection. Because AWM, supply, and EMT performed by more than one work center may overlap, the formula for gripe life found in paragraph 9.3.9.5.5 does not apply to the inspection control document.

9.3.9.14.3 Fix Phase - Fix phase discrepancies are not affected by control document procedures and are documented in the normal manner as described in the preceding sections of this chapter.

NOTE

When scheduled inspection requirements do not require a major disassembly of the equipment and thus do not affect mission capability, the equipment is considered to be mission capable during the entire portion of the look phase of the inspection. However, if panels and equipment are removed to conduct area inspections and cannot be replaced within a two hour time frame, then that portion of the inspection will be considered to have impacted mission capability and will be documented using the appropriate EOC code. Mission capability will be impacted and the appropriate EOC code assigned when an equipment reaches the maximum operational limit allowed between scheduled maintenance intervals or a condition exists which makes the equipment not safely operable until the inspection is complete. The two-hour rule applies to scheduled maintenance only.

1	2	3	4	5	6	7
Discrepancy Reported	Work Started	Work Stopped For Parts	Ordered Parts	Parts Received	Begin Installation	Work Finished
0800	0900	1000	1100	1500	1600	1700

AWM	EMT	AWM	AWP	AWM	EMT
MAINTENANCE			SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

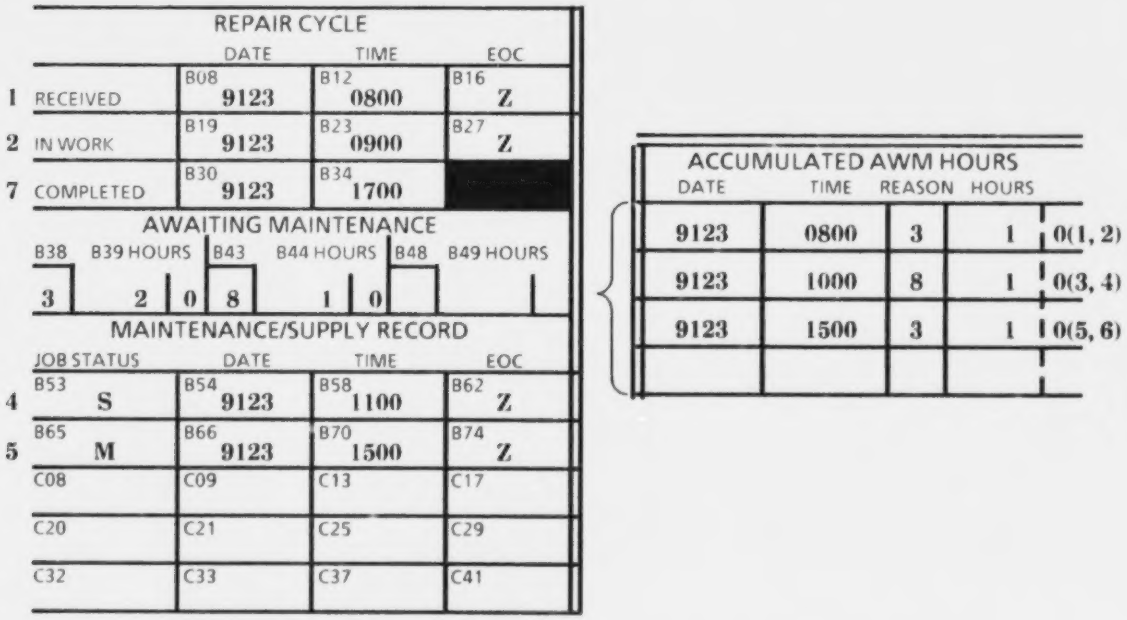
3. Work was stopped for lack of parts at 1000 but parts were not ordered at this time. AWM was in effect until parts were ordered. Parts are not considered to be on order (AWP) until demand has been forwarded to SRS of the Supply Department.

4. Parts were placed on order at 1100, work was still stopped.

5. Parts were received at 1500, but no one was available to work at this time; AWM applies.

6. Began work at 1600 to reinstall RFI component.

7. Finished work at 1700, end item ready for use.



REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 Z
2	IN WORK	B19 9123	B23 0900	B27 Z
7	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	2 0	8	1 0		

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
4	B53 S	B54 9123	B58 1100	B62 Z
5	B65 M	B66 9123	B70 1500	B74 Z
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	3	1	0(1, 2)
9123	1000	8	1	0(3, 4)
9123	1500	3	1	0(5, 6)

Figure 9-95 Maintenance vs Supply Situation (1)

1	2	3	4	5	6	7
Discrepancy Reported	Work Started	Ordered Parts	Work Stopped For Parts	Parts Received	Begin Installation	Work Finished
0800	0900	1000	1100	1500	1600	1700

AWM	EMT	AWP	AWM	EMT
MAINTENANCE		SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

3 Ordered parts at 1000 but continued working to remove old component. EMT still applies.

4. Work stopped for lack of parts at 1100.

5. Parts were received at 1500, but no one was available to work at this time; AWM applies.

6. Began work at 1600 to reinstall RFI component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE	DATE	TIME	EOC
1 RECEIVED	B08 9123	B12 0800	B16 Z
2 IN WORK	B19 9123	B23 0900	B27 Z
7 COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	2 0				

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
4 B53 S	B54 9123	B58 1100	B62 Z
5 B65 M	B66 9123	B70 1500	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
9123	0800	3	1 0	(1, 2)
9123	1500	3	1 0	(5, 6)

Figure 9-96 Maintenance vs Supply Situation (2)

1	2	3	4	5	6	7	8
Discrepancy Reported 0800	Work Started 0900	Work Stopped And Parts Ordered 1000	Begin Trouble-Shooting 1200	Complete T/S 1300	Parts Received 1500	Begin Installation 1600	Work Finished 1700

AWM	EMT	AWP	EMT	AWP	AWM	EMT
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work was started on discrepancy at 0900.

3. Work stopped for lack of parts and parts ordered, and defective part turned in at 1000.

4. At maintenance control's direction, went back into work at 1200 to further troubleshoot discrepancy. Although parts are on order, EMT applies.

5. Satisfied that no further maintenance is required until receipt of previously ordered part, status returns to AWP at 1300.

6. Parts were received at 1500 but no one was available to work at this time; AWM applies.

7. Began work at 1600 to reinstall RFI component.

8. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 Z
2	IN WORK	B19 9123	B23 0900	B27 Z
8	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	2 0				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
3	B53 S	B54 9123	B58 1000	B62 Z
4	B65 M	B66 9123	B70 1200	B74 Z
5	C08 S	C09 9123	C13 1300	C17 Z
6	C20 M	C21 9123	C25 1500	C29 Z
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	3	1 0	(1, 2)
9123	1500	3	1 0	(6, 7)

Figure 9-97 Maintenance vs Supply Situation (3)

1	2	3
Discrepancy Reported 0800	Begin Work Further Degrading 1100	Work Finished 1700

EOC: D AWM	EOC: Z EMT
MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 that degraded equipment mission capability. The impacting system is described by EOC Code D. No electrical facilities were available at this time so the discrepancy was AWM for facilities.

2. Work started at 1100 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.

3. The component was replaced and work finished at 1700, end item ready for use.

REPAIR CYCLE

	DATE	TIME	EOC
1 RECEIVED	B08 9123	B12 0800	B16 D
2 IN WORK	B19 9123	B23 1100	B27 Z
3 COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS		B43	B44 HOURS	B48	B49 HOURS
2	3	0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
9123	0800	2	3	0(1, 2)

Figure 9-98 Simple EOC Code Change

1	2	3	4	5	6	7
Discrepancy Reported 0800	Begin Work Further Degrading Capability 0900	Work Stopped And Parts Ordered 1000	Begin Reinstallation Of Bad Component 1100	Completed Reinstallation Of Bad Component 1200	Parts Received And Begin Component Replacement 1600	Work Finished 1700

AWM	EMT	AWP	EMT	AWP	EMT
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE

1. The discrepancy was reported at 0800 on 9123 that degraded mission capability. The impacting system is described by EOC Code D. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work was started at 0900 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.

3. Work was stopped for lack of parts and parts were ordered at 1000. As this component is a CRIPL item, it will be retained until receipt of the replacement part.

4. Because of operational commitments, maintenance control ordered the reinstallation of the defective component to upgrade mission capability to D. Reinstallation began at 1100, EMT applies.

5. Completed reinstallation of defective component at 1200. Status returns to AWP; EOC code to D.

6. Replacement component received at 1600, maintenance control authorized immediate removal and replacement of the defective component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 9123	B12 0800	B16 D
2	IN WORK	B19 9123	B23 0900	B27 Z
7	COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
3	B53 S	B54 9123	B58 1000	B62 Z
4	B65 M	B66 9123	B70 1100	B74 Z
5	C08 M	C09 9123	C13 1200	C17 D
5	C20 S	C21 9123	C25 1200	C29 D
6	C32 M	C33 9123	C37 1600	C41 Z

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
9123	0800	3	1 0(1, 2)

Figure 9-99 Multiple EOC Code Changes

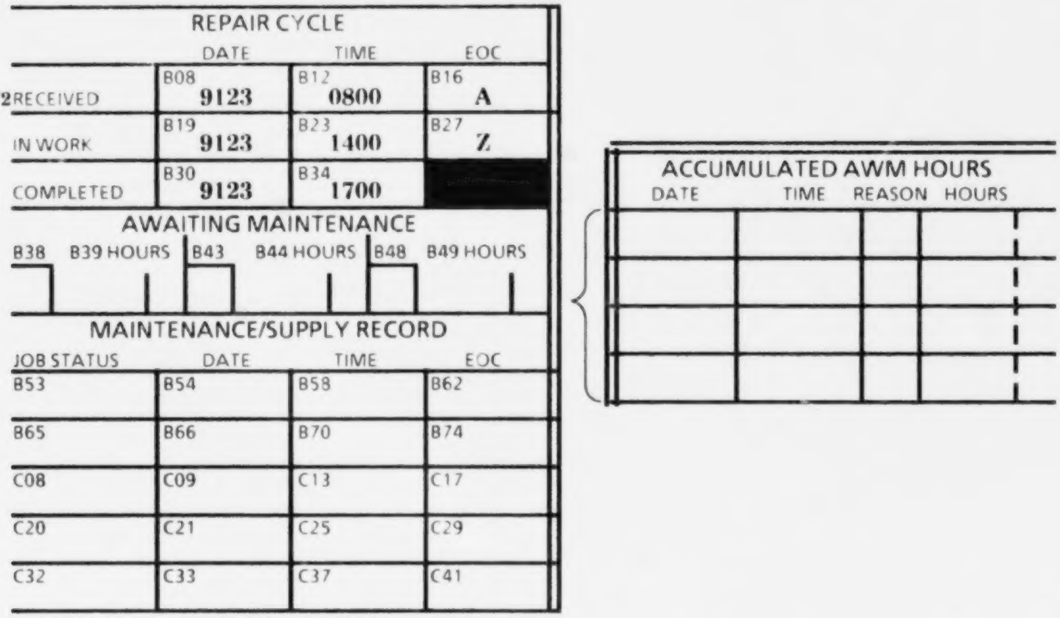
1	2	3
Discrepancy Reported 0800	Begin Work Further Degrading 1400	Work Finished 1700

EOC: A AWM (not accounted for)	EOC: Z EMT
MAINTENANCE	

1. The discrepancy was reported at 0800 on 9123 that did not impact mission capability. SCIR was not documented; AWM was not accounted for.

2. Work started at 1400 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z. Annotate preceding EOC block with A.

3. Reinstalled part and finished work at 1700, end item ready for use.



REPAIR CYCLE

	DATE	TIME	EOC
1/2 RECEIVED	B08 9123	B12 0800	B16 A
2 IN WORK	B19 9123	B23 1400	B27 Z
3 COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

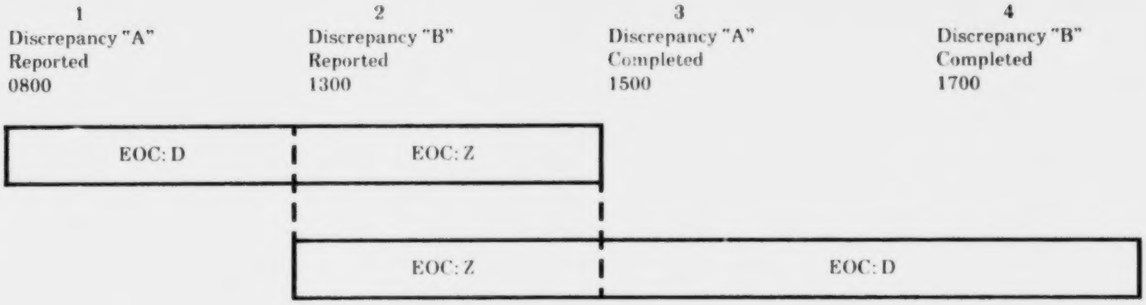
MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

Figure 9-100 Documentation of EOC Code A



(Discrepancy A)

REPAIR CYCLE	DATE	TIME	EOC
1 RECEIVED	B08 9123	B12 0800	B16 D
1 IN WORK	B19 9123	B23 0900	B27 D
3 COMPLETED	B30 9123	B34 1500	

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

MAINTENANCE/SUPPLY RECORD JOB STATUS	DATE	TIME	EOC
2 B53 M	B54 9123	B58 1300	B62 Z
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

(Discrepancy B)

REPAIR CYCLE	DATE	TIME	EOC
2 RECEIVED	B08 9123	B12 1300	B16 Z
2 IN WORK	B19 9123	B23 1300	B27 Z
4 COMPLETED	B30 9123	B34 1700	

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

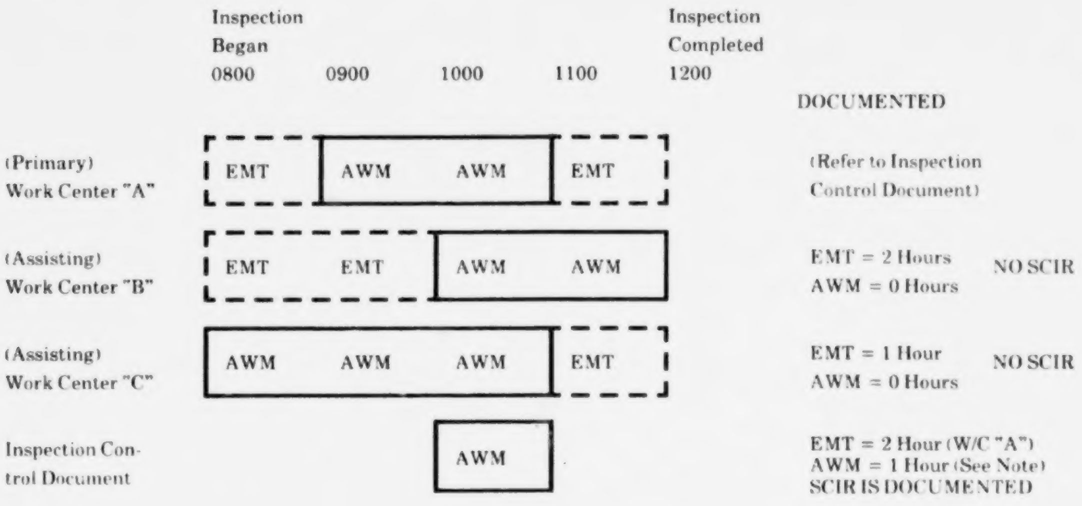
MAINTENANCE/SUPPLY RECORD JOB STATUS	DATE	TIME	EOC
3 B53 M	B54 9123	B58 1500	B62 D
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

1. Discrepancy "A" was reported at 0800 on 9123 and degraded mission capability. The impacting system was described by EOC Code D. Work started at 0900 on discrepancy "A".
2. Discrepancy "B" was reported at 1300 and placed in work. The MESM indicates that when both systems "A" and "B" are degraded at the same time, EOC Code Z will apply.
3. Discrepancy "A" was repaired at 1500. The remaining mission degrading system is described by EOC Code D.
4. Discrepancy "B" was repaired at 1700, the end item is ready for use.

NOTE

The purpose of this display is to illustrate "redundant system" documentation logic. In practice, the AWM, EMT, and supply time would be accounted for on each discrepancy in the normal manner.

Figure 9-101 Redundant System Logic


Inspection
Began
Inspection
Completed
0800
0900
1000
1100
1200
DOCUMENTED
(Primary)
Work Center "A"
EMT
AWM
AWM
EMT
(Refer to Inspection
Control Document)
(Assisting)
Work Center "B"
EMT
EMT
AWM
AWM
EMT = 2 Hours
AWM = 0 Hours
NO SCIR
(Assisting)
Work Center "C"
AWM
AWM
AWM
EMT
EMT = 1 Hour
AWM = 0 Hours
NO SCIR
Inspection Control Document
AWM
EMT = 2 Hour (W/C "A")
AWM = 1 Hour (See Note)
SCIR IS DOCUMENTED

NOTE

The above exhibit illustrates an inspection being performed by three work centers. Work center "A" is the primary work center and documents the inspection control document. Although the individual work centers were AWM at various times between 0800 and 1200, the inspection was AWM only between 1000 and 1100 because this is the only time all work centers were AWM simultaneously. The primary work center "A" would document its own EMT and the inspection AWM on the inspection control document as shown below. The assisting work centers "B" and "C" would document their own EMT, as shown in the figure above, but account for no SCIR or AWM hours.

REPAIR CYCLE			
	DATE	TIME	EOC
RECEIVED	B08 9123	B12 0800	B16 Z
IN WORK	B19 9123	B23 0800	B27 Z
COMPLETED	B30 9123	B34 1200	

AWAITING MAINTENANCE					
B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 | 0				

MAINTENANCE/SUPPLY RECORD			
JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS				
DATE	TIME	REASON	HOURS	
9123	1000	3	1	0

Figure 9-102 Multiple Work Center Inspection Documentation

9.3.10 Calibration Actions. MEASURE is a data processing system for recall and scheduling of test, measuring, and diagnostic equipment into calibration facilities.

9.3.10.1 METER Card. PME work center (Work Center 670) of activities participating in the MEASURE Program documents all calibration and repair actions on the METER card in accordance with OPNAV 43P6A (MEASURE User's Manual). A METER Card is initiated as a turn-in document for any end item or component processed to the PME work center for any reason. The provisions of this paragraph are not applicable to any maintenance actions performed on the calibratable building blocks (BBs) of the AN/USM-247 VAST. These maintenance actions, including those incident to an off-line or on-line calibration action, shall be documented on the VIDS/MAF. The calibration actions associated with any calibratable VAST BB shall be documented on the METER card.

9.3.10.2 VIDS/MAF. The VIDS/MAF is used by work centers, other than PME, to document all maintenance actions except calibration. When a component is removed from an end item for processing to the PME work center (for calibration or repair), a supporting VIDS/MAF is generated to account for man-hours and EMT expended removing and reinstalling the component. A separate VIDS/MAF with a different JCN is required for each component removed. Figure 9-105 is an example of a VIDS/MAF documenting the removal of a component for processing to the PME work center on a METER card.

Removed Component for Calibration (Figure 9-105)

Figure 9-105 is an example of the VIDS/MAF documenting the removal of a component for processing to the PME work center on a METER Card. If informed that component failed, block A32 will be 23; block A35 will be R and blocks E and G will be filled in.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s) and/or record supply requisition(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 or 23 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Enter the appropriate action taken code; must be R or S (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the item being processed; first position must be D, G, H, M, S, V, or Y.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A69 - Enter the appropriate meter time (if applicable).

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).

B38 through B49 - Make the appropriate entries (only if SCIR impacted).

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item when using Action Taken Code R only (if applicable).

G08 through G48 - Enter the appropriate data for the installed/new item when using Action Taken Code R only (if applicable).

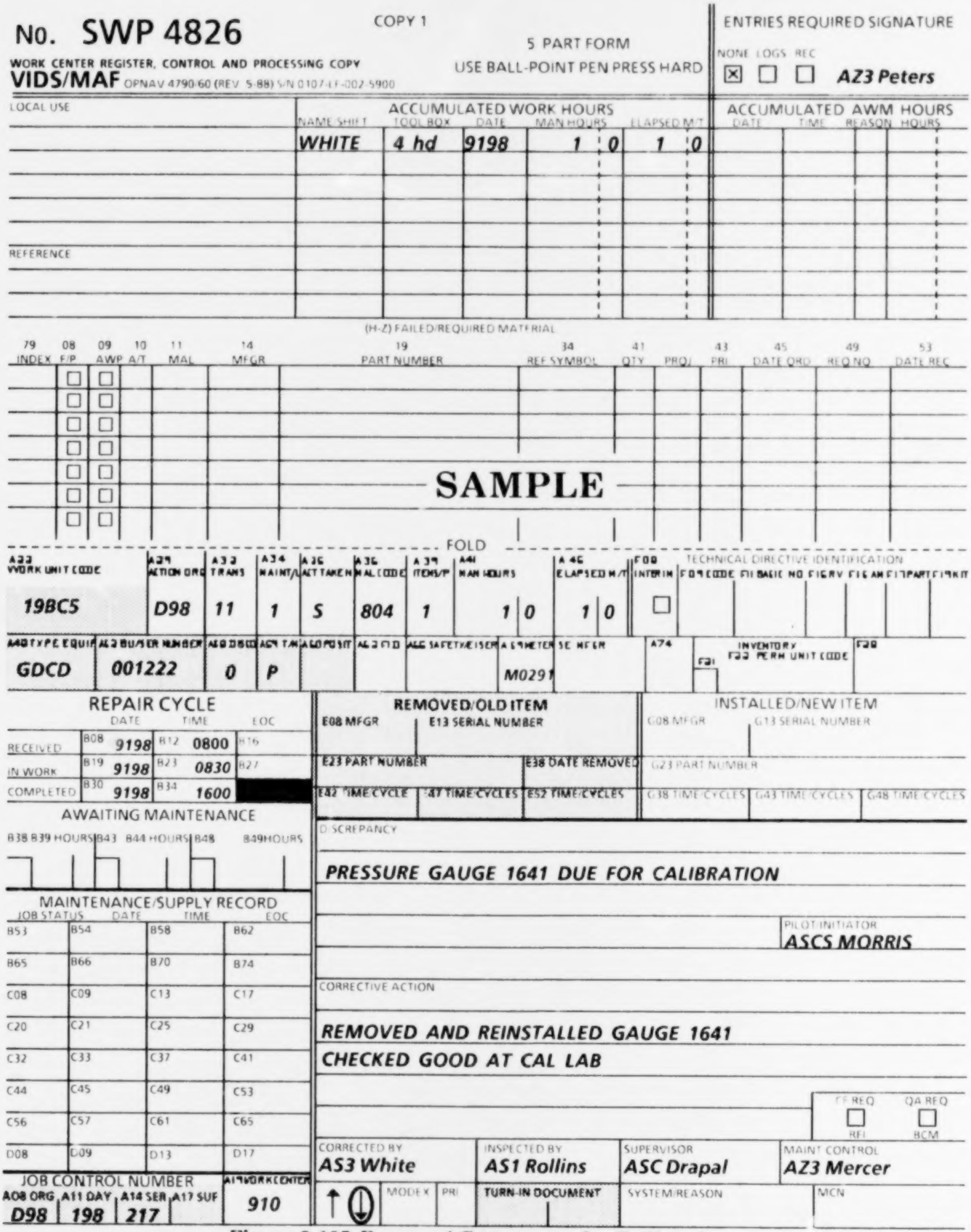
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if QA is required.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Peters

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WHITE	4 hd	9198	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F19 KIT
19BC5	D98	11	1	S	804	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISC	A51 TM	A53 POSIT	A63 FID	A65 SAFETY/EISER	A69 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
GDCD	001222	0	P				M0291					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12 0800	B16
IN WORK	B19 9198	B23 0830	B27
COMPLETED	B30 9198	B34 1600	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

PRESSURE GAUGE 1641 DUE FOR CALIBRATION

PILOT/INITIATOR ASCS MORRIS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED AND REINSTALLED GAUGE 1641

CHECKED GOOD AT CAL LAB

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS3 White	AS1 Rollins	ASC Drapal	AZ3 Mercer

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	217		910

↑ ⓛ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-105 Removed Component for Calibration

9.4 Aeronautical Component/Item Documentation Procedures

9.4.1 Component Repair. When processing repairable components/locally repaired consumables, a VIDS/MAF is used to document removal and subsequent IMA processing. These procedures will also apply to consumable components that are inducted into IMA for repair. The VIDS/MAF will be completed in accordance with paragraph 9.2.4 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center. Those activities using NALCOMIS, refer to the NALCOMIS User's Manual for specific details and procedures related to the VIDS/MAF.

9.4.1.1 If administrative screening of the turn-in component (Figure 9-111) reveals that check/test/repair capability does exist or the repair capability has not been established within the IMA, the screening unit will notify the IMA production control that the component is available for scheduling into the appropriate work center for repair/screening, enter the Julian date the item was received in the screening unit (material control) in block B08, and forward Copy 3 to production control. When the screening unit is notified of the repair schedule for the component by production control, the following information will be entered on Copy 1 of the VIDS/ MAF. Figure 9-113 is an example of a BCM action by AMSU.

a. Block A19 - Work Center. Enter work center code of the work center assigned direct responsibility for repair of the component (Appendix D).

b. Block A29 - Action Organization. Enter the organization code assigned to the IMA (refer to NAMSO 4790.A7065-01 report).

9.4.1.2 The screening unit delivers the component and Copies 1, 4, and 5 of the VIDS/MAF to the appropriate work center. Those copies of the VIDS/MAF remain open until final disposition of the component is known. Any supporting documentation will be done on additional VIDS/MAFs. Some of the situations requiring supporting documentation are:

a. Close Out. A close out of incomplete maintenance actions may be required by local managers for the end of each reporting period. Each maintenance action will be closed out as of the last day of the reporting period or upon transfer of the equipment (Figure 9-115).

b. Work stoppages due to a lack of parts (Figure 9-115).

c. Assisting work centers supporting the basic repair action (Figures 9-117 and 9-119). When more than one work center works on the same maintenance action, one work center is designated the primary work center and the other work centers are assisting work centers. The primary work center will generate a separate VIDS/MAF for each assisting work center with the same JCN and When Discovered Code V. If the assisting and primary work centers work on the same WUC item, the assisting work center accounts for 0 items processed. Assist VIDS/MAF documentation will be to the work center that the personnel performing the task are permanently assigned regardless of the physical location of the repair station.

9.4.1.3 If repairable subassemblies/modules are faulty, a new VIDS/MAF is initiated for each subassembly/module, in accordance with Figure 9-121.

a. Suffix and Double Suffix VIDS/MAF. For each removed subassembly/module or sub-subassembly, document in accordance with paragraph 9.2.4 and Figures 9-123 and 9-125.

b. Material Requisitioning. When a demand is placed on supply for a replacement subassembly/module or sub-subassembly using the suffix or double suffix JCN, SRS will enter the JCN on the DD 1348 issue document. (This action is necessary to establish the requirement for a rotatable pool of subassemblies/modules or in order to stock PEBs etc.) Copy 2 of the suffix or double suffix VIDS/MAF is forwarded to supply, with the remainder of the suffix or double suffix VIDS/MAF processed the same as for any repairable item.

9.4.1.4 (H-Z) Failed/Required Material. The requirement for repairable subassemblies/modules or sub-subassemblies will be recorded in this block of the original (major component) or subassembly VIDS/MAF in accordance with paragraph 9.2.4.6 with the following additional requirements:

a. Project. Enter the MILSTRIP project code assigned by production control.

b. Block 43 Priority. Enter the MILSTRIP priority assigned to the material requisition.

c. Block 45 Date Ordered. Enter the Julian date the material was requisitioned.

d. Block 49 Requisition Number. Enter the MILSTRIP requisition number of the material required to complete the maintenance action.

e. Block 53 Date Received. Enter the Julian date the requisitioned material was received.

9.4.1.5 Retain the major component, subassembly, or module VIDS/MAF on the VIDS board in the appropriate column. In the case of an AWP situation, the major component, subassembly, or module VIDS/MAF will be forwarded with the defective component to the AWP unit.

9.4.1.6 When it becomes necessary to transfer a repairable item off ship or station because of a lack of parts (BCM-4), the unavailable items are entered in the (H-Z) Failed/Required Material blocks and Maintenance/Supply Record blocks will be completed to reflect AWP time. Use of Action Taken Code 4 is restricted to occasions when the same action taken code is entered in block A35 for major assembly identified by the WUC in block A22.

a. Complete the Corrective Action, Inspected By, Corrected By, and Supervisor blocks in the usual manner (paragraph 9.2.4).

b. Place an "X" in the BCM block to indicate the final condition of the component.

c. When the maintenance action is completed, the work center supervisor screens Copy 1 of the VIDS/MAF (Copy 4 is still attached), gives the component with Copies 1 and 4 to the material delivery representative, and retains Copy 5 for MDR verification.

9.4.1.7 Processing of Items Not Having a WUC/Not Identifiable to a Specific Type Equipment. The maintenance effort in check/test/servicing of items or equipment for which no WUC exists or that cannot be identified to a specific TEC is documented as described in paragraph 9.4.2, VIDS/MAF work request (Figure 9-127).

9.4.1.8 Repair of Supply Assets. The repair of supply assets will be documented in the same manner as discussed in paragraph 9.2.4 with the following exceptions:

a. The local supply department will initiate a VIDS/MAF completing all required data elements.

b. JCN assignment will be made by the supply department using the organization code assigned to the supply department, for example, A8D, C84, etc. Refer to NAMSO 4790.A7065-01 report for applicable code.

c. When in receipt of an applicable TD for compliance, the supply department, working with the IMA QA/A, will screen all assets to ensure modification incorporation where applicable.

d. The IMA production control and supply will schedule applicable/required maintenance actions in a timely manner. Refer to Figure 9-171 for supply induction of items requiring TD compliance.

9.4.1.9 Cannibalization. Any order to cannibalize must come from production control who will issue a numeric JCN for the removal and replacement of a component being cannibalized from an end item (Figure 9-129). Figure 9-131 is cannibalization from an AWP component.

NOTE

The cancellation of a cannibalization JCN should occur only if no cannibalization action has been physically started on the end item. In the event that the actual removal for cannibalization action has been initiated/completed and the requirement is then cancelled, reinstall the cannibalized item, documenting the action as if it were to facilitate other maintenance.

9.4.1.10 Matched Set. Documentation of components removed as part of a matched system is shown in Figures 9-133 and 9-135.

9.4.1.11 Tire and Wheel Documentation. The aircraft tire documentation is unique in that the required information varies throughout the life cycle of the tire carcass. A structured part number, indicating the cycle the tire is presently in and the manufacturer's code of the original tire carcass, is required for continuity. Built-up wheel and tire assemblies are documented, treating the wheel as a major repairable component and the tire as a repairable subassembly of the wheel. However, no suffix VIDS/MAF is required. The wheel repair of either or both wheel halves and tire BCM action will be documented on the wheel and tire induction VIDS/MAF in accordance with paragraph 9.2.4. In the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number of the valve core half will be used for control and documentation purposes. If either wheel half is beyond IMA repair capability, BCM disposition will be made on the entire wheel assembly and documented on the induction VIDS/MAF. Man-hours for routine processing of the wheel, such as cleaning, eddy current inspection and painting, will be documented on the repair document. Activities having work centers other than Work Center 51E involved in wheel maintenance actions, shall use assist VIDS/MAF procedures for wheel control and visibility. A VIDS/MAF work request prepared by supply will be required when a wheel assembly replacement must be built-up to replenish supporting supply activity pool. The work center supervisor will inspect the tire to determine serviceability. If unserviceable, the tire carcass will be marked for retread or scrap and BCM Code 1 or 9 used as appropriate (Figures 9-136 and 9-137).

NOTE

The unserviceable tire will be returned to supply and identified with the appropriate code to indicate retread or scrap. Supply will establish a pool based on the appropriate wheel assembly, part numbers, stock numbers, or pool index numbers. All requests will be against this number. Supply shall pre-expend/subcustody tires to the tire shop as required. Tires requisitioned on a one-for-one basis shall be ordered using (H-Z) blocks 41, 43, 45, 49, and 53 of the VIDS/MAF.

9.4.1.12 Repair of Aeronautical Components Utilized in Antisubmarine Warfare Operations Center (ASWOC) Systems. Repair documentation for components in ASWOC systems is accomplished as provided in the ASWOCs documentor's handbook. Items which are required to be maintained by IMA will be processed on a VIDS/MAF as per paragraph 9.2.4. TEC will be in the Y series as identified in Appendix Q.

9.4.1.13 {R} Battery Documentation. Batteries will be turned in to the IMA on a VIDS/MAF turn-in document. They will be documented as follows:

a. Batteries received for scheduled maintenance and not requiring maintenance other than servicing, use Transaction Code 31, Action Taken Code A, and Malfunction Description Code 804.

b. Batteries received for repair or scheduled maintenance and requiring maintenance other than servicing, use Transaction Code 31 or 32, Action Taken Code C, and an appropriate malfunction description code.

c. EMT does not include the clock hours for charging time when maintenance personnel are not actually monitoring the work.

9.4.1.14 Inter-IMA Support. In some instances an IMA will be required to transfer nonRFI repairables to another IMA for repair (such as post-deployment offload by a carrier IMA, or shipment of a BCM item to an IMA known to have repair capability). Documentation procedures in these instances are as follows:

9.4.1.14.1 Transferring IMA Close Out (Post and Predeployment). Figure 9-139 is an example of a VIDS/MAF for close out Post and Predeployment.

a. Close out the original VIDS/MAF entering the appropriate action taken code (Appendix E) and any man-hours and EMT expended prior to transfer. In the case of post-deployment offload, use of Action Taken Code D is mandatory, whether the item was AWP, AWM, or IN WORK at the time of the offload. In other instances, a BCM code will ordinarily be appropriate. The original VIDS/MAF will be submitted by the transferring IMA for processing; Copy 4 of this VIDS/MAF will accompany the item to the AMSU or AWP unit.

b. The AMSU or AWP unit will initiate a new VIDS/MAF, copying blocks A22, A48, A52, A58, A59, Removed/Old Item blocks, A08 through A17, Discrepancy block, and turn-in document number from the original VIDS/MAF (Copy 4). Copies 1 through 5, together with the original VIDS/MAF (Copy 4) and other required records, will be shipped with the component to the receiving IMA.

c. WRAs must have all depot level repairable SRAs installed prior to closing out the VIDS/MAF for shipment to the receiving IMA. Likewise, SRAs with attaching depot level repairable SSRAs must have attaching SSRAs installed prior to closing out the VIDS/MAF for shipment of the SRA to the receiving IMA.

d. WRAs missing field level repairable (FLR) components will have such components installed prior to closing out the VIDS/MAF for shipment to the receiving IMA provided the component is still available. Otherwise, document the missing FLR component in accordance with paragraph e. below.

e. When a field level repairable SRA has been removed from the WRA and no replacement SRA is installed prior to offload, document the close-out (original) VIDS/MAF as follows: Block 79 - Index. Enter H-Z for each "missing" module, subassembly or sub-subassembly as appropriate. Block 08 - Failed part. Enter an X as appropriate. Block 09 - Awaiting parts. Enter an X as appropriate. Block 10 - Action taken code. Enter P. Blocks 11, 14, 19, 34, 41, 45, and 49 - Enter appropriate data to identify the missing unit. Block 53 - Date Received. Enter date the requisition was cancelled. Block A32 - Transaction code. Enter 32.

f. On turn-in VIDS/MAF, ensure blocks 14, 19, 34, 41, 45 and 49 of H-Z block are filled in for each "missing" module, subassembly, or sub-subassembly as appropriate.

NOTE

To allow for proper supply documentation ensure that CCS is notified of missing FLR SRAs from the WRA to be shipped off-station. Supply shall cancel any off-ship/station requistions for missing FLRs prior to closing out the VIDS/MAF. The importance of proper documentation cannot be overemphasized.

9.4.1.14.2 Receiving IMA Reinitiation Document. Figure 9-141 is an example of a reinitiated VIDS/MAF from a transferring IMA. Upon receipt of a repairable item from another IMA, receiving AMSU will forward the VIDS/MAF (Copy 2) to the local supply CCS. Subsequent repair/disposition will be documented on the new VIDS/MAF in accordance with paragraph 9.2.4, except that block B08 will reflect the date component was received from the transferring IMA.

9.4.1.15 Receipt of Unsatisfactory Material from the supply department. When components received from supply prove unsatisfactory, these procedures will be followed.

9.4.1.15.1 Component received, installed, and determined to be nonRFI:

a. Complete original VIDS/MAF, (H-Z) block.

b. Requisition a replacement component using original VIDS/MAF, H-Z block. Initiate a VIDS/MAF as a turn-in document to accompany the nonRFI component. Ensure the VIDS/MAF is completed in accordance with Figure 9-111 with the following exception: block A58 - Enter When Discovered Code"Y" (received bad from supply).

9.4.1.15.2 Component received nonRFI (not installed) or improper replacement received. Turn-in the nonRFI/improper component to the AWP unit. The AWP unit will prepare a DD 1348-1 using record type 62 for return of the material to SRS.

9.4.1.16 Corrosion Supporting VIDS/MAF. Documentation of corrosion supporting VIDS/MAF is shown in Figure 9-143.

Component Turn-In Document (Figure 9-111)

Figure 9-111 is an example of the turn-in document to initiate repair of a removed component. A separate turn-in document with the same JCN as the removal VIDS/MAF is required for each removed component to be repaired. The following data blocks are transcribed from the removal document (note the shaded data blocks on the VIDS/MAF):

A22 - WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction description code if applicable, otherwise leave blank.

A48 - TEC for the item being processed.

A52 - Appropriate bureau/serial number.

A58 - Appropriate when discovered code (Appendix R).

A59 - Appropriate type maintenance code (Appendix H).

A60 - Appropriate position sensitive indicator (if applicable).

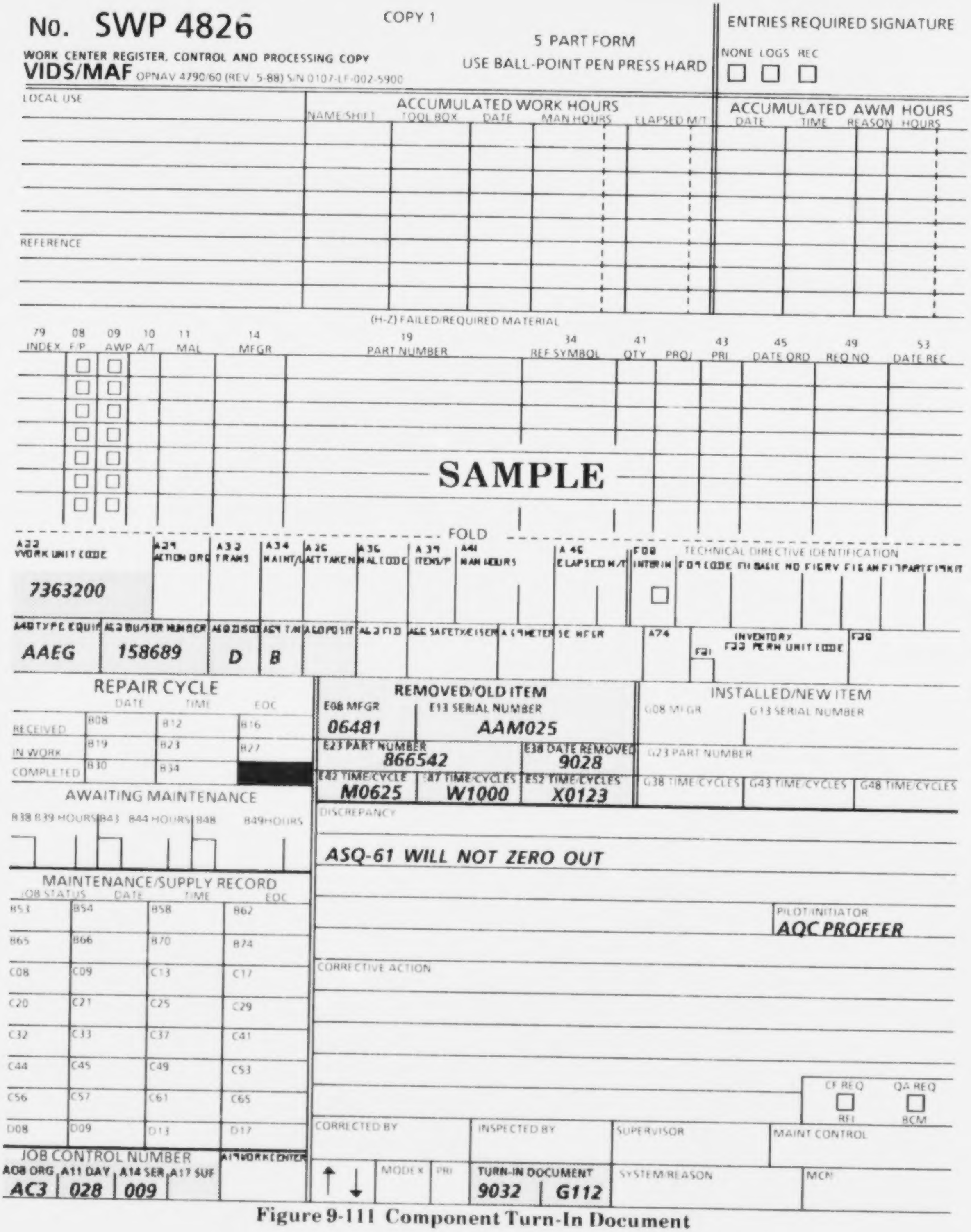
A65 - Enter the appropriate safety/EI number (if applicable).

E08 through E52 - Appropriate data for the removed/old item. E47 denotes removal of a warranted item. E52 indicates the contract number.

A08 through A14 - Assigned JCN.

DISCREPANCY - Narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Requisition number for the replacement component.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE: 7363200

A29 ACTION ORG; A32 TRANS; A34 MAINT/L; A35 ACT TAKEN; A36 MAL CODE; A39 ITEMS/P; A41 MAN HOURS; A46 ELAPSED M/T; F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F18 AM, F17 PART, F19 KIT

A40 TYPE EQUIP: AAEG

A42 BU/SER NUMBER: 158689

A60 DISCD: D

A61 T/M: B

A62 POSIT; A63 FID; A65 SAFETY/EI SER; A69 METER; SE MFGR; A74; F21; INVENTORY F22 PERM UNIT CODE; F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: 06481

E13 SERIAL NUMBER: AAM025

E23 PART NUMBER: 866542

E38 DATE REMOVED: 9028

E42 TIME/CYCLE: M0625

E47 TIME/CYCLES: W1000

E52 TIME/CYCLES: X0123

INSTALLED/NEW ITEM

G08 MFGR; G13 SERIAL NUMBER; G23 PART NUMBER; G38 TIME/CYCLES; G43 TIME/CYCLES; G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS; B43 B44 HOURS; B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR: AQC PROFFER

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY; INSPECTED BY; SUPERVISOR; MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG: AC3

A11 DAY: 028

A14 SER: 009

A17 SUF

A19 WORK CENTER

↑ ↓ MODEX PRI

TURN-IN DOCUMENT: 9032 G112

SYSTEM/REASON

MCN

Figure 9-111 Component Turn-In Document

BCM Action (AMSU) (Figure 9-113)

Figure 9-113 is an example of a BCM action at AMSU. Copy 2 is retained in the SSC as a suspense copy, and the component and Copies 1, 3, 4, and 5 are forwarded to the IMA screening unit. The AMSU performs administrative screening of the component to determine if a check/test/repair capability exists in the IMA work centers. If it does not, the AMSU completes the VIDS/MAF in the following manner:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 1 (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Man-hours; must be 0.0.

A45 - EMT; must be 0.0.

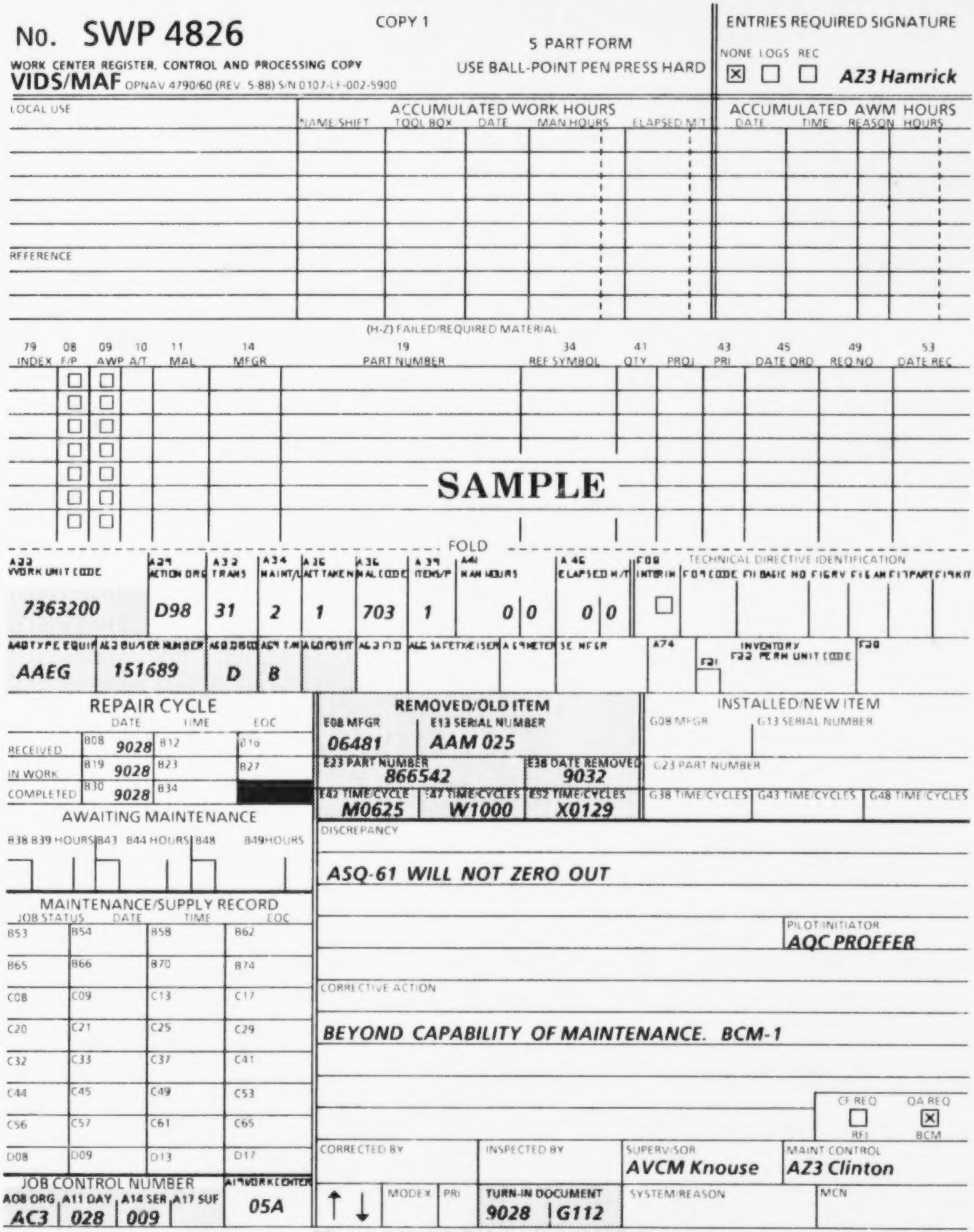
B08, B19 & B30 - Enter the appropriate Julian dates that item was received, started, and completed screening action.

A19 - Enter the appropriate work center code assigned to the screening unit (Appendix D).

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

BCM - Enter an "X" in this box.

SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Hamrick

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A23 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
7363200	D98	31	2	1	703	1	0 0	0 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISCOV	A51 W/D	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151689	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9028	B23	B27
COMPLETED	B30 9028	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	009		05A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
06481	AAM 025	
E23 PART NUMBER 866542		E38 DATE REMOVED 9032
E42 TIME/CYCLE M0625	E47 TIME/CYCLES W1000	E52 TIME/CYCLES X0129

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR AQC PROFFER

CORRECTIVE ACTION

BEYOND CAPABILITY OF MAINTENANCE. BCM-1

CF REQ ☐ RFI

QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		AVCM Knouse	AZ3 Clinton

↑ ↓ MODEX PRI TURN-IN DOCUMENT 9028 G112 SYSTEM/REASON MCN

Figure 9-113 BCM Action (AMSU)

Close Out (Figure 9-115)

Figure 9-115 is an example of the VIDS/MAF documented for the reporting of man-hours at the end of a reporting period or reporting of man-hours due to awaiting parts situation if required by local documentation policy. This is done by transcribing the following data fields onto a new VIDS/MAF.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 39 or 41 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be N for repair actions, L for awaiting parts, O for inspection control documents (Appendix E), and W for TDs (Appendix J).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended. Delete man-hours from the Accumulated Work Hours block of the original VIDS/MAF.

A45 - Enter the total EMT that applies. Delete EMT from the Accumulated Work Hours block of the original VIDS/MAF.

A48 - Enter the TEC for the item being processed.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates.

E08 through E52 - Leave blank; if these blocks are filled in, the DSF will not process this data.

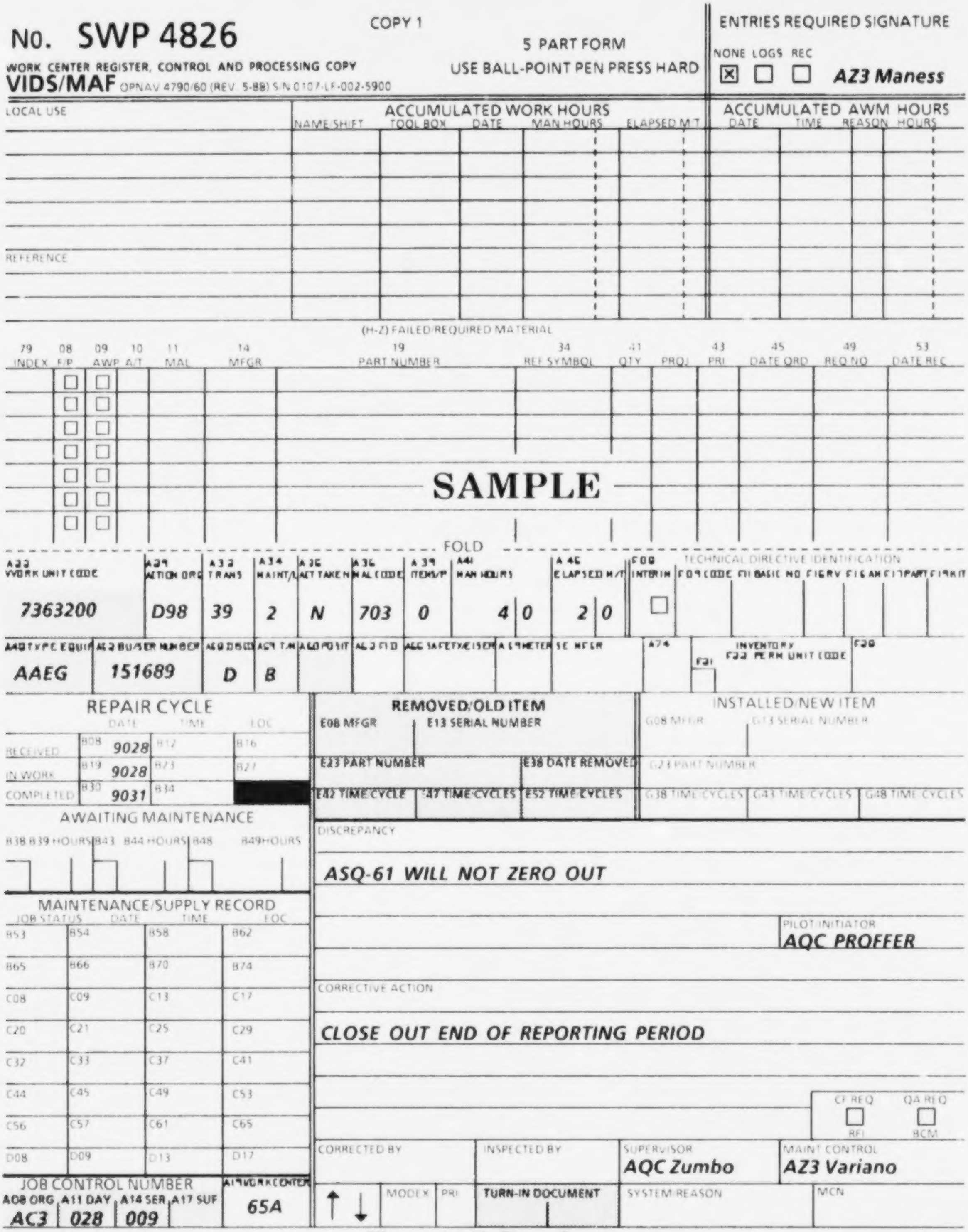
A08 through A17 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rate.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Maness

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL: 79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
7363200	D98	39	2	N	703	0	4 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 RV, F16 AM, F17 PART, F19 KIT

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISCO	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A 59 METER	SE MFGR	A74	F31	F22 INVENTORY PERM UNIT CODE	F28
AAEG	151689	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9028	B23	B27
COMPLETED	B30 9031	B34	

REMOVED/OLD ITEM: E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLE, E47 TIME/CYCLES, E52 TIME/CYCLES

INSTALLED/NEW ITEM: G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G43 TIME/CYCLES, G48 TIME/CYCLES

AWAITING MAINTENANCE: B38 B39 HOURS, B43 B44 HOURS, B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR AQC PROFFER

CORRECTIVE ACTION

CLOSE OUT END OF REPORTING PERIOD

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR AQC Zumbo

MAINT CONTROL AZ3 Variano

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	009		65A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-115 Close Out

Assisting Work Center (Same WUC) (Figure 9-117)

Figure 9-117 is an example of the VIDS/MAF documented when assisting a primary work center working on the same work unit coded item. (*) items will be the same as primary VIDS/MAF. For NDI actions done on assist VIDS/MAFs refer to Figures 9-157 and 9-159 for action taken and malfunction description code. The transaction code will be 11 for NDI assists.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - Specific WUC for the item being processed; must be the same as the primary work center.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Appropriate bureau/serial number.

A58 - When discovered code; must be V (Appendix R).

A59* - Appropriate type maintenance code (Appendix H).

A60* - Appropriate position sensitive indicator (if applicable).

A65* - The appropriate safety/EI number (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

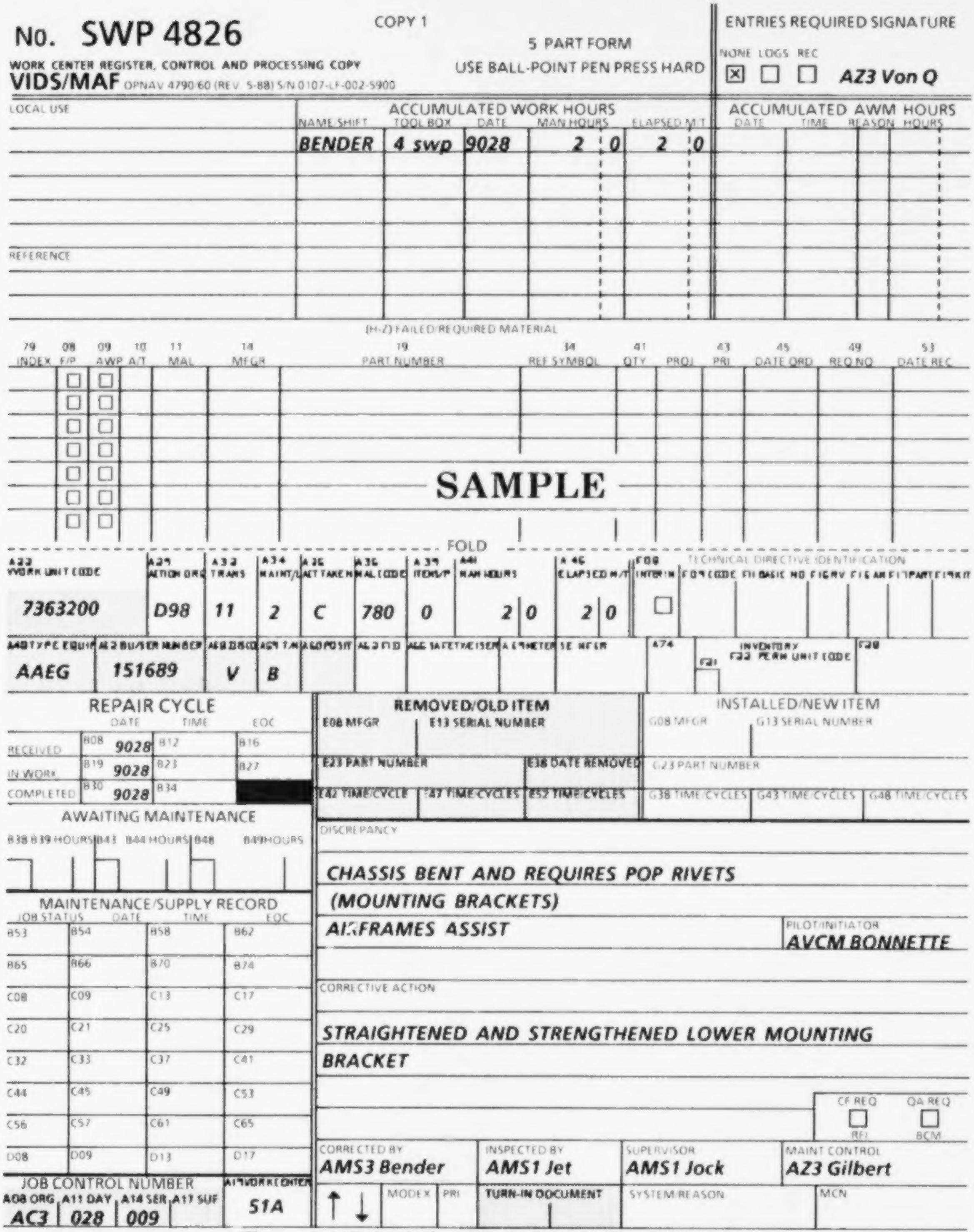
A08 through A17* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Von Q

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENDER	4 swp	9028	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F REV	F16 AM	F17 PART	F19 KIT
7363200	D98	11	2	C	780	0	2 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCO	A51 T/M	A52 POSIT	A53 FID	A56 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151689	V	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9028	B23	B27
COMPLETED	B30 9028	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	009		51A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

CHASSIS BENT AND REQUIRES POP RIVETS

(MOUNTING BRACKETS)

AIRFRAMES ASSIST

PILOT/INITIATOR AVCM BONNETTE

CORRECTIVE ACTION

STRAIGHTENED AND STRENGTHENED LOWER MOUNTING

BRACKET

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS3 Bender	AMS1 Jet	AMS1 Jock	AZ3 Gilbert

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-117 Assisting Work Center (Same WUC)

Assisting Work Center (Different WUC) (Figure 9-119)

Figure 9-119 is an example of the VIDS/MAF documented when assisting a primary work center working on a different work unit coded item. (*) items will be the same as primary VIDS/MAF. For NDI actions done on assist VIDS/MAFs refer to Figures 9-157 and 9-159 for action taken and malfunction description code. The transaction code will be 11 for NDI assists.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC for the item being processed; must be different than primary work center.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Appropriate bureau/serial number.

A58 - When discovered code; must be V (Appendix R).

A59* - Appropriate type maintenance code (Appendix H).

A60* - Appropriate position sensitive indicator (if applicable).

A65* - Enter the appropriate safety/EI number (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

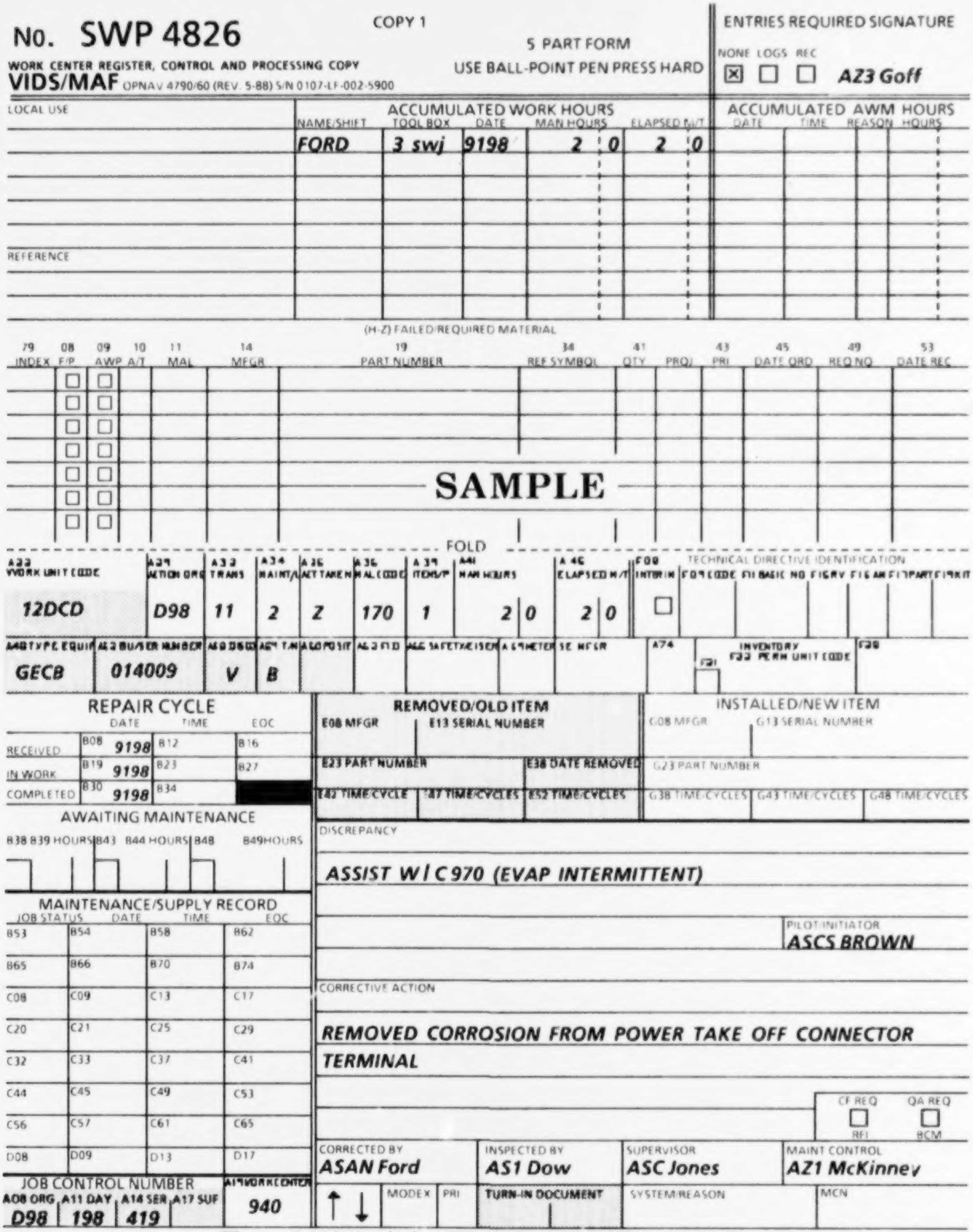
A08 through A17* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Goff

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
FORD	3 swj	9198	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
12DCD	D98	11	2	Z	170	1	2 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F13 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GECB	014009	V	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9198	B12	B16
IN WORK	B19 9198	B23	B27
COMPLETED	B30 9198	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	198	419		940

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

ASSIST W/C 970 (EVAP INTERMITTENT)

PILOT/INITIATOR ASCS BROWN

CORRECTIVE ACTION

REMOVED CORROSION FROM POWER TAKE OFF CONNECTOR TERMINAL

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ASAN Ford	AS1 Dow	ASC Jones	AZ1 McKinney

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-119 Assisting Work Center (Different WUC)

Component Repaired Using a Repairable Subassembly (Figure 9-121)

Figure 9-121 is an example of a removal, replacement, and subsequent repair actions on subassemblies/modules of major components. When a defective subassembly/module is removed from a major component undergoing repair in the IMA, and the repair of these items is accomplished as a separate job, initiate a suffix VIDS/MAF. In the (H-Z) Failed/Required Material blocks used to document the repair of the major component, enter the following information for each subassembly/module removed. Complete the remainder of the VIDS/MAF as specified in paragraph 9.2.4.

ACCUMULATED WORK HOURS - Enter the appropriate data. Man-hours expended in the removal of a subassembly/module will be charged to the repair of the major component.

H-Z 79 - Enter H - Z as appropriate for each subassembly/module removed.

H-Z 08 and H-Z 09 - Enter an "X" as appropriate.

H-Z 10 - Enter appropriate action taken code (Appendix E).

H-Z 11 - Enter the appropriate malfunction description code (Appendix I).

H-Z 14 - Enter the appropriate manufacturer's code.

H-Z 19 - Enter the appropriate manufacturer's part number.

H-Z 34 - Enter the reference symbol which identifies the subassembly/module if applicable.

H-Z 41 - Quantity; must be 1.

PROJ - Enter the appropriate project code.

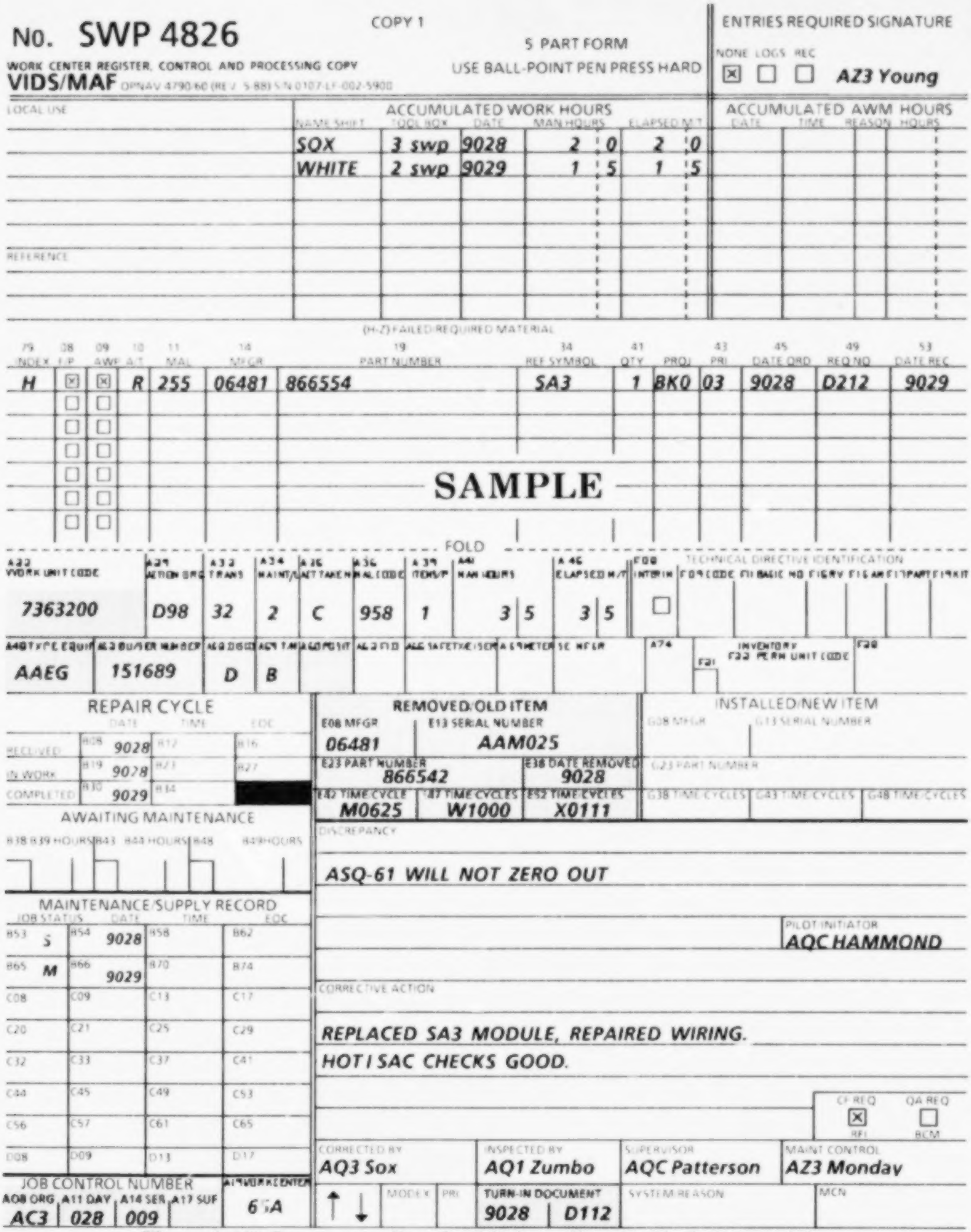
H-Z 43 - Enter the appropriate priority code.

H-Z 45 - Enter the appropriate date ordered.

H-Z 49 - Enter the appropriate requisition number.

H-Z 53 - Enter the appropriate date received.

B53 through D17 - Make the appropriate entries if applicable.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Young

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SOX	3 swp	9028	2.0	2.0
WHITE	2 swp	9029	1.5	1.5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	R	255	06481	866554	SA3	1	BK0	03	9028	D212	9029
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	E08 INTERIM
7363200	D98	32	2	C	958	1	3.5	3.5	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A53 BU/SER NUMBER	A59 DISC	A60 T/M	A61 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151689	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9028	B23	B27
COMPLETED	B30 9029	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
06481	AAM025

E23 PART NUMBER	E38 DATE REMOVED
866542	9028

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M0625	W1000	X0111

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9028	B58	B62
B65 M	B66 9029	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR AQC HAMMOND

CORRECTIVE ACTION

REPLACED SA3 MODULE, REPAIRED WIRING.

HOT I SAC CHECKS GOOD.

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AQ3 Sox	AQ1 Zumbo	AQC Patterson	AZ3 Monday

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	009		65A

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN
			9028 D112		

Figure 9-121 Component Repaired Using a Repairable Subassembly

Subassembly/Module Repair (Suffix) (Figure 9-123)

Figure 9-123 is an example of the subassembly repair action documented by completing the suffix VIDS/MAF. This is the last VIDS/MAF required if no repairable sub-subassemblies are removed from the subassembly. The following data blocks require entries. (*) denotes those data blocks transcribed from the original VIDS/MAF.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code; must be 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Appropriate bureau/serial number.

A58 - When discovered code; must be W (Appendix R).

A59* - Type maintenance code (Appendix H).

A60* - Position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52* - Data for the removed/old item from the H -Z block of original VIDS/MAF.

A08 through A17* - JCN with the suffix.

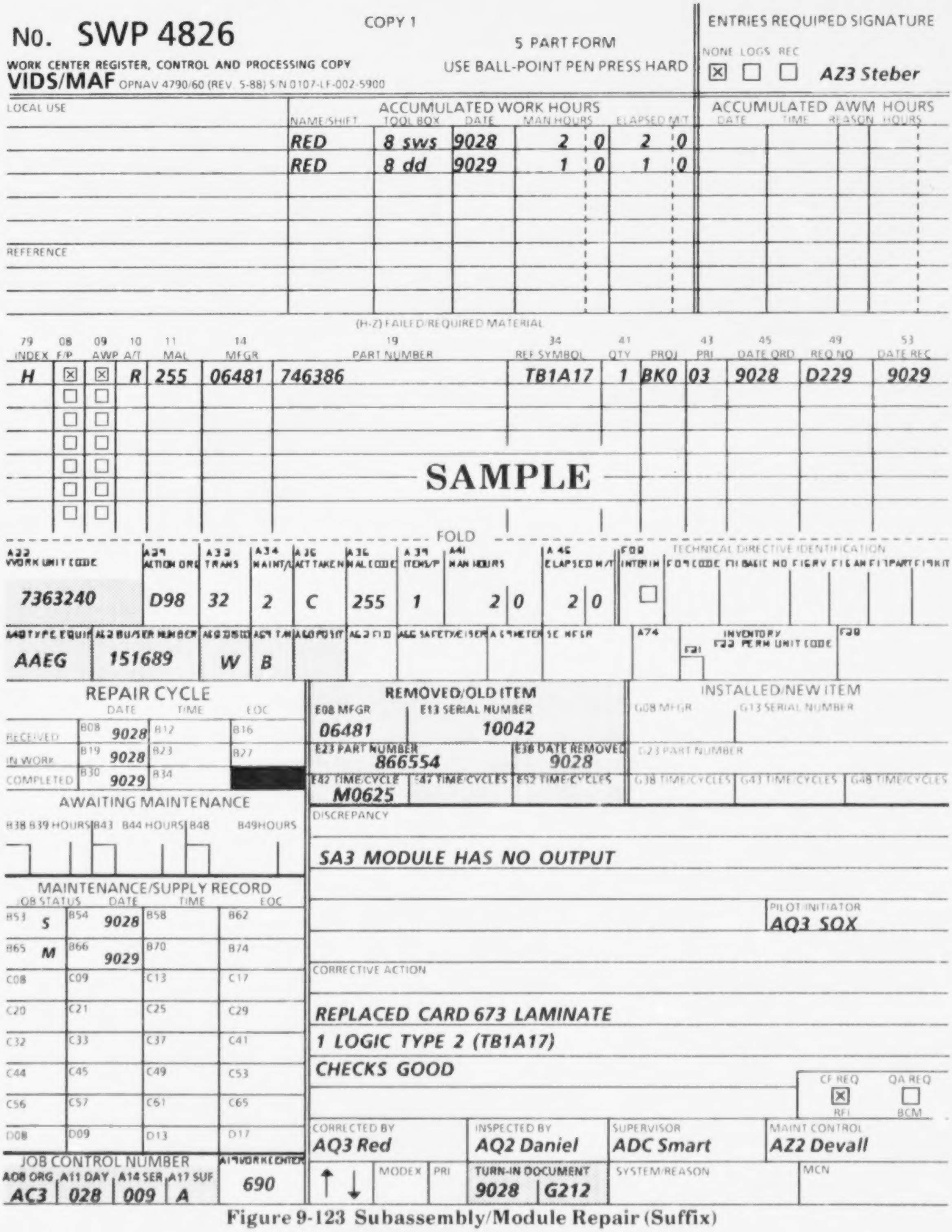
A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

TURN-IN DOCUMENT* - Document date and serial number of the replacement requisition from the H - Z blocks of original VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Steber

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
RED	8 sws	9028	2 0	2 0
RED	8 dd	9029	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	R	255	06481	746386	TB1A17	1	BK0	03	9028	D229	9029
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
7363240	D98	32	2	C	255	1	2 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 RV, F16 AM, F17 PART, F19 KIT

A50 TYPE EQUIP	A52 BU/SER NUMBER	A60 DISC	A61 TM	A62 POSIT	A63 FID	A65 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
AAEG	151689	W	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9028	B23	B27
COMPLETED	B30 9029	B34	

REMOVED/OLD ITEM

E08 MFGR: 06481
E13 SERIAL NUMBER: 10042
E23 PART NUMBER: 866554
E38 DATE REMOVED: 9028
E42 TIME/CYCLE: M0625
E47 TIME/CYCLES
E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR
G13 SERIAL NUMBER
G23 PART NUMBER
G38 TIME/CYCLES
G43 TIME/CYCLES
G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9028	B58	B62
B65 M	B66 9029	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

SA3 MODULE HAS NO OUTPUT

PILOT/INITIATOR: AQ3 SOX

CORRECTIVE ACTION

REPLACED CARD 673 LAMINATE
1 LOGIC TYPE 2 (TB1A17)
CHECKS GOOD

CF REQ ☒ RFI QA REQ ☐ BCM

CORRECTED BY: AQ3 Red
INSPECTED BY: AQ2 Daniel
SUPERVISOR: ADC Smart
MAINT CONTROL: AZ2 Devall

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	009	A	690

↑ ↓ MODEX PRI

TURN-IN DOCUMENT: 9028 G212

SYSTEM/REASON

MCN

Figure 9-123 Subassembly/Module Repair (Suffix)

Sub-Subassembly/Module Repair (Double Suffix) (Figure 9-125)

Figure 9-125 is an example of the subassembly repair action documented by completing the double suffix VIDS/MAF. In the (H-Z) blocks used to document the repair of the sub-subassembly, enter information for those items which are known or suspected to have contributed to the discrepancy. The following data blocks require entries. (*) denotes those data blocks transcribed from the suffix VIDS/MAF.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and record supply requisitions(s) (if applicable).

A22 - Enter the specific WUC for the item being processed. If there is no WUC for the subassembly/module or sub-subassembly, use the five-character WUC from the original VIDS/MAF and add 0 in the sixth position and 9 in the seventh position, such as, 7363200 is the WUC of the ASQ-61; therefore, 7363209 would indicate a unit in the ASQ-61 that was repaired but had no WUC assigned in the WUC manual.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Bureau/serial number.

A58 - When discovered code; must be W (Appendix R).

A59* - Type maintenance code (Appendix H).

A60* - Position sensitive indicator (if applicable).

A65 - Enter the appropriate safety/EI number (if applicable).

E08 through E52* - Data for the removed/old item from the H - Z blocks of original VIDS/MAF.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

A08 through A17* - JCN with the double suffix.

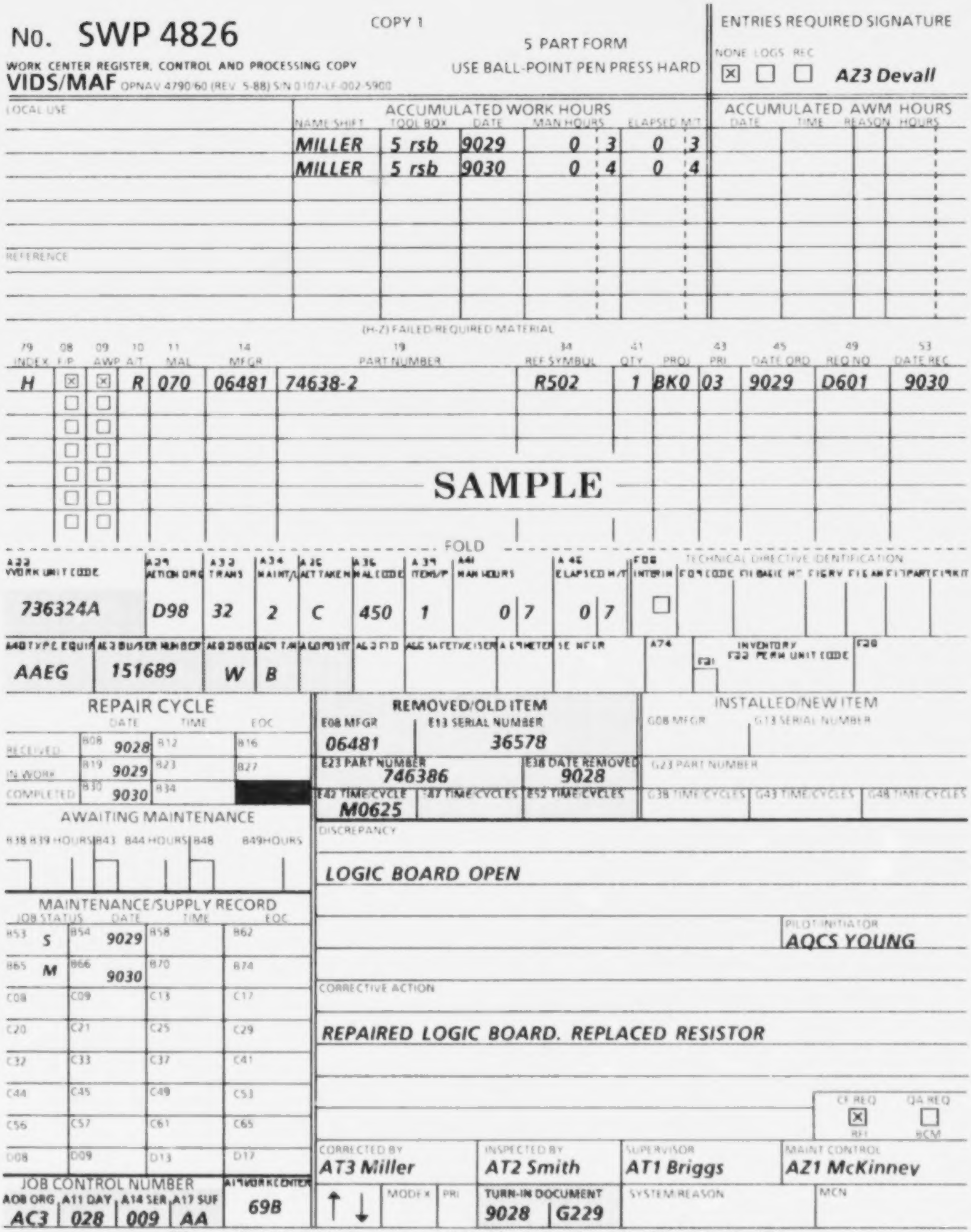
A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of the corrective action and indicate RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter appropriate signatures and rates.

TURN-IN DOCUMENT* - Enter the document date and serial number of the replacement requisition from the H - Z blocks of original VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Devall

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MILLER	5 rsb	9029	0 3	0 3
MILLER	5 rsb	9030	0 4	0 4

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	R	070	06481	74638-2	R502	1	BK0	03	9029	D601	9030

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
736324A	D98	32	2	C	450	1	0 7	0 7	☐

TECHNICAL DIRECTIVE IDENTIFICATION

A60 TYPE EQUIP	A63 BU/SER NUMBER	A69 DISC	A71 TM	A72 POS	A73 FID
AAEG	151689	W	B		

INVENTORY F22 PERM UNIT CODE

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9029	B23	B27
COMPLETED	B30 9030	B34	

REMOVED/OLD ITEM

E08 MFGR: 06481

E13 SERIAL NUMBER: 36578

E23 PART NUMBER: 746386

E38 DATE REMOVED: 9028

E42 TIME/CYCLE: M0625

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9029	B58	B62
B65 M	B66 9030	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

LOGIC BOARD OPEN

PILOT/INITIATOR: AQCS YOUNG

CORRECTIVE ACTION

REPAIRED LOGIC BOARD. REPLACED RESISTOR

CF REQ ☒ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 Miller	AT2 Smith	AT1 Briggs	AZ1 McKinney

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	009	AA	69B

↑ ↓ MODEX PRI

TURN-IN DOCUMENT: 9028 G229

SYSTEM/REASON

MCN

Figure 9-125 Sub-Subassembly/Module Repair (Double Suffix)

Turn-In Document (General Type/Model Equipment) (Figure 9-127)

Figure 9-127 is an example of the VIDS/MAF documented for turn-in of aircraft components not identified to a specific T/M/S or bureau number. When man-hours or materials are expended in repair of components that cannot be identified to a specific T/M/S or bureau number aircraft, but the type/model application is known, use the code of the type/model, such as, AAC9...A4 aircraft (Appendix Q).

A22 - Enter the specific WUC for the item being processed.

A48 - Enter the general TEC for the item being processed.

A52 - Bureau/serial number; must be 000000.

A58 - Enter the appropriate when discovered code (Appendix R).

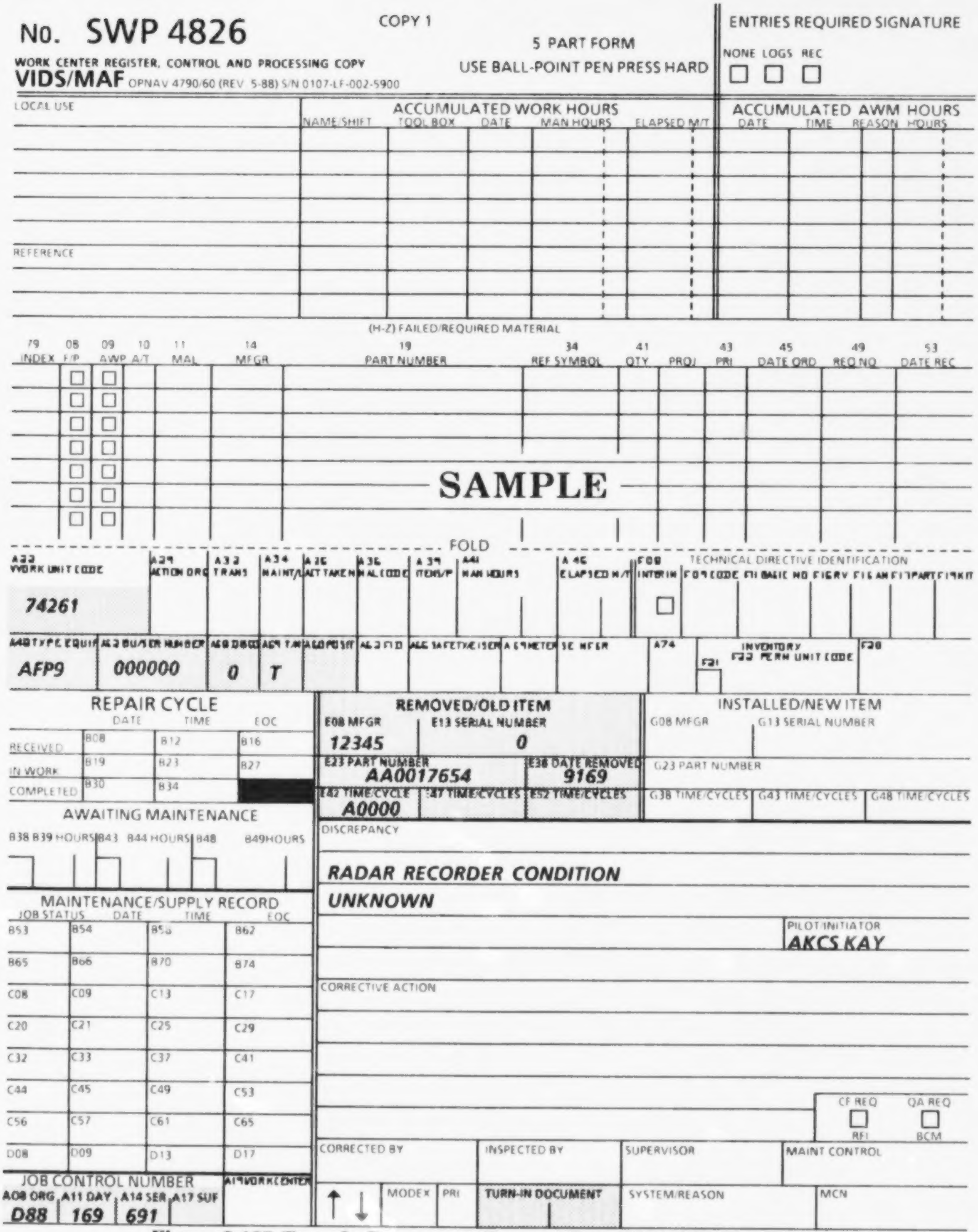
A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

E08 through E52 - Enter the appropriate data for the removed/old item.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.



No. SWP 4826 COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

5 PART FORM
USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 REV	F16 AM	F17 PART	F19 KIT
74261									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A57 METER	5E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AFP9	000000	0	T									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	169	691		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
12345	0

E23 PART NUMBER	E38 DATE REMOVED
AA0017654	9169

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A0000		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

RADAR RECORDER CONDITION
UNKNOWN

PILOT/INITIATOR
AKCS KAY

CORRECTIVE ACTION

CF REQ ☐ RFI
QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 9-127 Turn-In Document (General Type/Model Equipment)

Cannibalization Document (End Item) (Figure 9-129)

Figure 9-129 is an example of the VIDS/MAF documented for cannibalization of an end item. The removal of items for cannibalization will be documented on one VIDS/MAF using procedures listed in paragraph 9.2.4, except for the following.

Removal

A32 - Transaction code; must be 18 (Appendix P).

A34 - Maintenance level; must be 1.

A35 - Action taken; must be T.

A36 - Malfunction description code; must be 812, 813 or 814.

A58 - When discovered code; must be O.

A59 - Type maintenance code; must be B.

B08 through B23 - Enter the Julian date and time removal action was received and reported in work.

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and the applicable time/cycle data preceded by an alpha character (Appendix G).

B53 - Enter S.

B54 and B58 - Enter the Julian date and time the removal action is completed (the same date and time entered in blocks B30/B34 of the original removal "R" document).

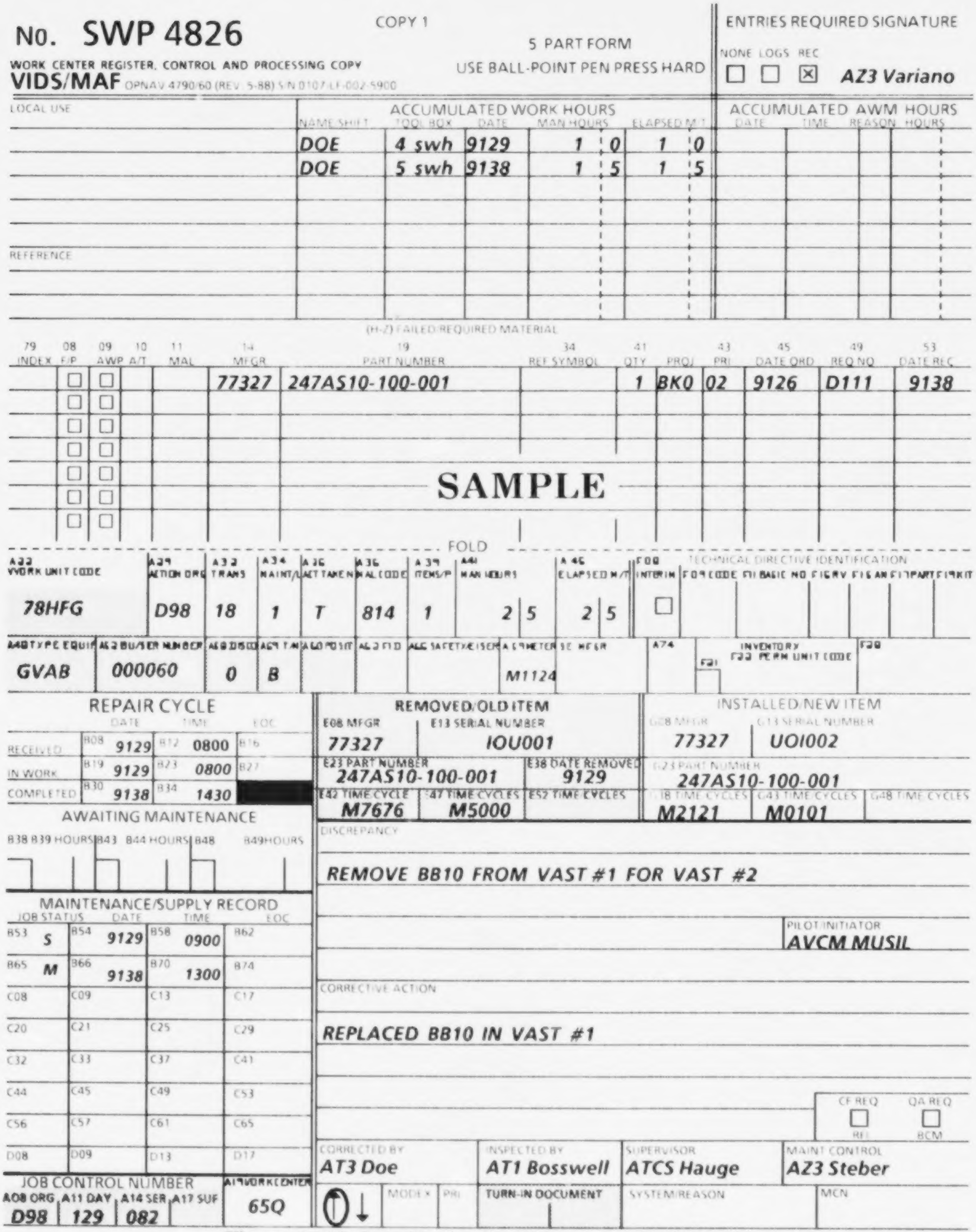
Installation

B30 and B34 - Enter the Julian date and time the replacement was completed.

B65 - Enter M.

B66 and B70 - Enter the Julian date and time the end of the AWP status occurs.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and the applicable time/cycle data preceded by an alpha character (Appendix G).



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Variano

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOE	4 swh	9129	1 0	1 0
DOE	5 swh	9138	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			77327	247AS10-100-001		1	BK0	02	9126	D111	9138
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
78HFG	D98	18	1	T	814	1	2 5	2 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 T/M	A50 POSIT	A52 FID	A56 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
GVAB	000060	0	B				M1124					

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9129	B12 0800	B16
IN WORK	B19 9129	B23 0800	B27
COMPLETED	B30 9138	B34 1430	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
77327	IOU001	
E23 PART NUMBER 247AS10-100-001		E38 DATE REMOVED 9129
E42 TIME/CYCLE M7676	E47 TIME CYCLES M5000	E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
77327	UOI002	
G23 PART NUMBER 247AS10-100-001		
G38 TIME CYCLES M2121	G43 TIME CYCLES M0101	G48 TIME CYCLES

DISCREPANCY

REMOVE BB10 FROM VAST #1 FOR VAST #2

PILOT/INITIATOR AVCM MUSIL

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9129	B58 0900	B62
B65 M	B66 9138	B70 1300	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REPLACED BB10 IN VAST #1

CF REQ ☐ REL QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 Doe	AT1 Bosswell	ATCS Hauge	AZ3 Steber

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D98	129	082		65Q

0 ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-129 Cannibalization Document (End Item)

Cannibalization (From AWP Component) (Figure 9-131)

Figure 9-131 is an example of cannibalization from an AWP component. If a joint decision is made by supply and IMA to cannibalize instead of placing the repairable component AWP, the following information will be entered in the (H-Z) Failed/Required Material block on the VIDS/MAF from which the serviceable repairable/consumable item is removed.

H-Z 79 - Enter H - Z for each item cannibalized.

H-Z 08 - Leave blank.

H-Z 09 - Enter an X for AWP, as appropriate.

H-Z 10 - Enter T.

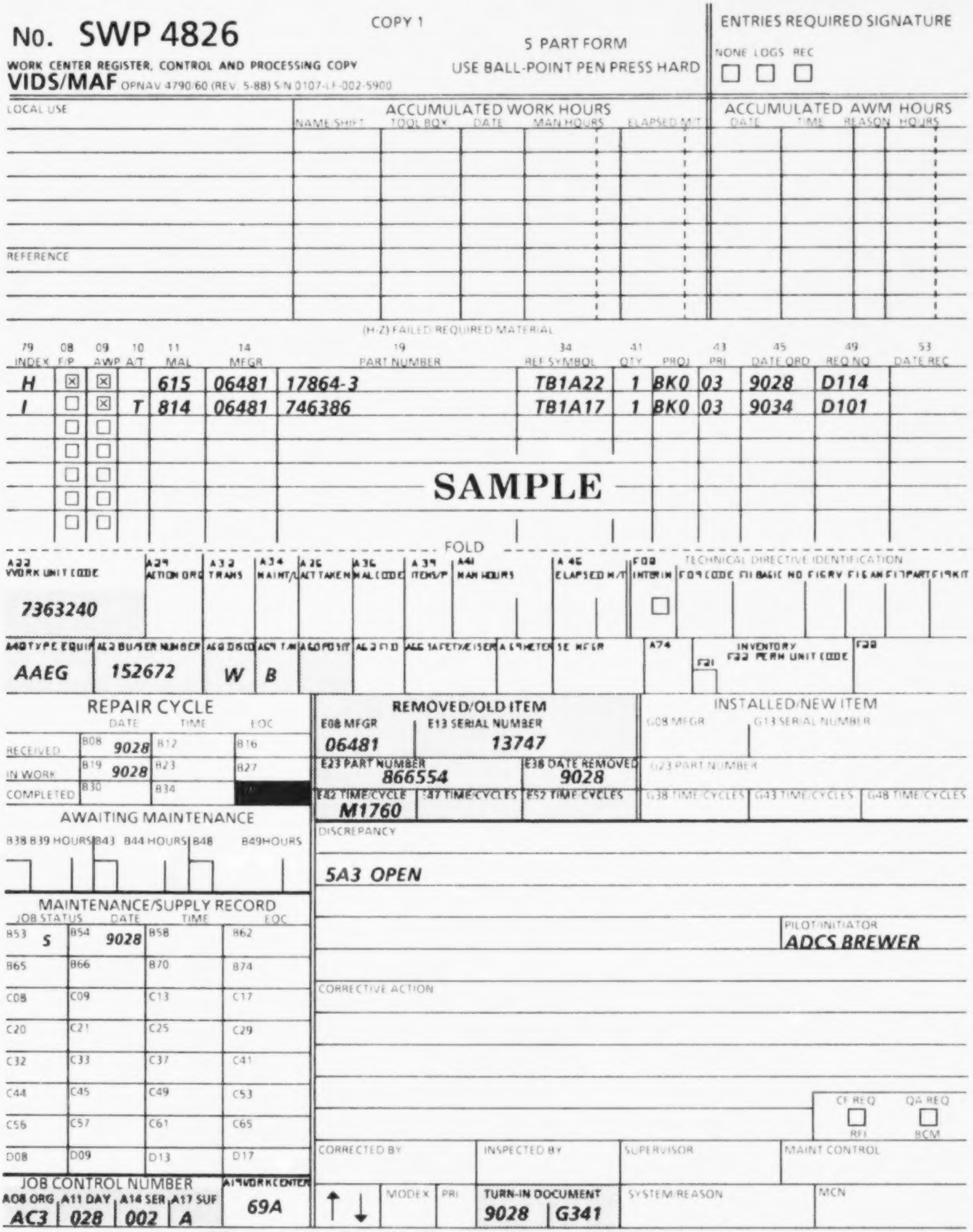
H-Z 11 - Enter 814.

H-Z 14 - Enter the manufacturer's code of the cannibalized item.

H-Z 19 - Enter the part number (if more than 15 characters, enter the last 15) of the cannibalized item.

H-Z 34 - Enter the reference symbol which will identify the cannibalized item, if applicable.

H-Z 41 - Enter the number of like items removed. Subsequent reinstallation of a cannibalized item will not be documented separately. Man-hours incident to removal and replacement for IMA cannibalization will be charged to the repair of the major component or suffix VIDS/MAF from which the serviceable item is removed.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒		615	06481	17864-3	TB1A22	1	BK0	03	9028	D114	
I	☐	☒	T	814	06481	746386	TB1A17	1	BK0	03	9034	D101	
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A26 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
7363240									☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISCD	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EI SER	A59 METER	5E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	152672	W	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9028	B12	B16
IN WORK	B19 9028	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9028	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	028	002	A	69A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
06481	13747	
E23 PART NUMBER 866554		E38 DATE REMOVED 9028
E42 TIME/CYCLE M1760	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

5A3 OPEN

PILOT/INITIATOR ADCS BREWER

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9028	G341		

Figure 9-131 Cannibalization (From AWP Component)

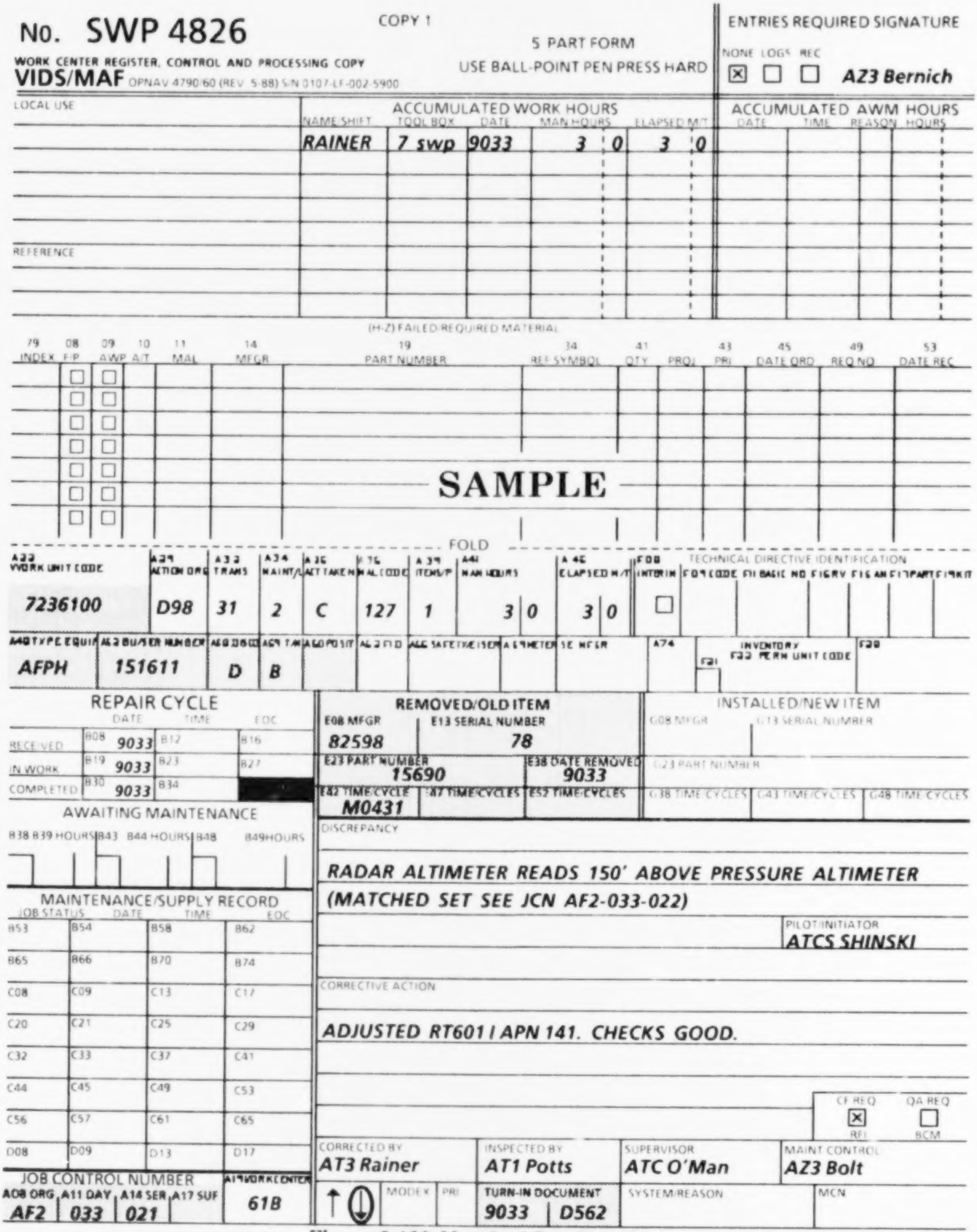
Matched Set (Repair and No Repair) (Figures 9-133 and 9-135)

Figures 9-133 and 9-135 are examples of VIDS/MAFs documented when processing a matched set. Figure 9-133 illustrates repair action and Figure 9-135 illustrates no repair action. When the "no defect" component is determined at the IMA, it will be documented in accordance with paragraph 9.2.4 with the following exceptions:

A35 - Action taken code; must be A (Appendix E).

A36 - Malfunction description code; must be 806 (Appendix I).

B08, B19, & B30 - Enter the identical Julian dates that were recorded for the defective component(s) of the matched system. Entries are not required in the maintenance/supply blocks.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Bernich

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
RAINER	7 swp	9033	3 0	3 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
7236100	D98	31	2	C	127	1	3 0	3 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A52 BU/SER NUMBER	A60 DISC	A61 TM	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AFPH	151611	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9033	B12	B16
IN WORK	B19 9033	B23	B27
COMPLETED	B30 9033	B34	

REMOVED/OLD ITEM

E08 MFGR: 82598

E13 SERIAL NUMBER: 78

E23 PART NUMBER: 15690

E38 DATE REMOVED: 9033

E42 TIME/CYCLE: M0431

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

RADAR ALTIMETER READS 150' ABOVE PRESSURE ALTIMETER (MATCHED SET SEE JCN AF2-033-022)

PILOT/INITIATOR: ATCS SHINSKI

CORRECTIVE ACTION

ADJUSTED RT601 / APN 141. CHECKS GOOD.

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY: AT3 Rainer

INSPECTED BY: AT1 Potts

SUPERVISOR: ATC O'Man

MAINT CONTROL: AZ3 Bolt

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF2	033	021		61B

MODEX

PRI

TURN-IN DOCUMENT: 9033 D562

SYSTEM/REASON

MCN

Figure 9-133 Matched Set (Repair)

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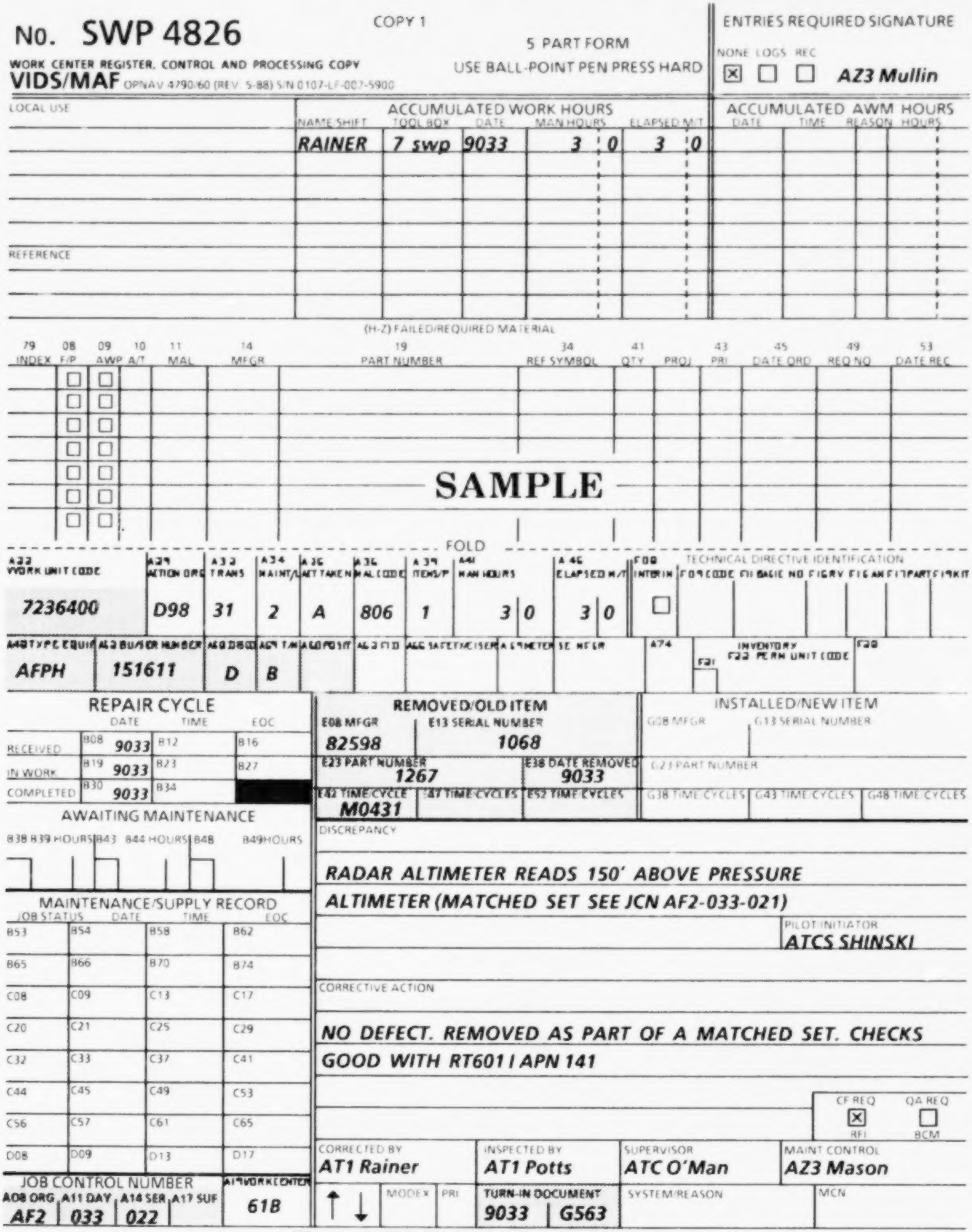


No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-007-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Mullin

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
RAINER	7 swp	9033	3 0	3 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
7236400	D98	31	2	A	806	1	3 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F15 REV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E/SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AFPH	151611	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9033	B12	B16
IN WORK	B19 9033	B23	B27
COMPLETED	B30 9033	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
82598	1068	
E23 PART NUMBER 1267		E38 DATE REMOVED 9033
E42 TIME/CYCLE M0431	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

RADAR ALTIMETER READS 150' ABOVE PRESSURE ALTIMETER (MATCHED SET SEE JCN AF2-033-021)

PILOT/INITIATOR ATCS SHINSKI

CORRECTIVE ACTION

NO DEFECT. REMOVED AS PART OF A MATCHED SET. CHECKS GOOD WITH RT601 I APN 141

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT1 Rainer	AT1 Potts	ATC O'Man	AZ3 Mason

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF2	033	022		61B

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9033 G563

SYSTEM/REASON

MCN

Figure 9-135 Matched Set (No Repair)

Tire and Wheel Documentation (Figure 9-137)

Figure 9-137 is an example of the VIDS/MAF documented for aircraft tire and wheel actions. The work center will document tire identification and BCM data in the (H-Z) Failed/Required Material section of the VIDS/MAF as follows:

Block 79 - Enter H.
Block 08 - Enter "x" to denote a failed part (if applicable).
Block 09 - Enter "x" to denote a AWP situation (if applicable).
Block 10 - Enter BCM Code 1 or 9 as appropriate.
Block 11 - Enter appropriate malfunction code.
Block 14 - Enter the federal supply code for the original tire manufacturer, not the retreader. (See NA 04-10-506.)
Block 19 - Enter the special eleven or fourteen-digit part number, structured in the following sequence (Figure 9-136):

a. National Item Identification Number (NIIN). This will be the nine-digit NIIN of the tire.

b. DOD manufacturer's code of the carcass. This code is required to maintain continuity with Air Force and Army data. Refer to NA 04-10-506 (tire manual) for the appropriate two-digit DOD manufacturer's code.

c. DOD manufacturer's code of the retreader. Enter the appropriate two-digit manufacturer's code of the retreader, if applicable. Refer to NA 04-10-506.

d. Number of Times Retreaded. Enter a one-digit number indicating the number of times the tire has been retreaded, if applicable. Location of manufacturer's code, retreader's code, and times retreaded are illustrated in the current NA 04-10-506. Shown below are two examples of structured part numbers for tires.

Block 34 - Leave blank.
Block 41 - Enter 1.
Blocks 43, 45, 49 and 53 - These are used for ordering tires on a one-for-one basis; otherwise, leave blank.

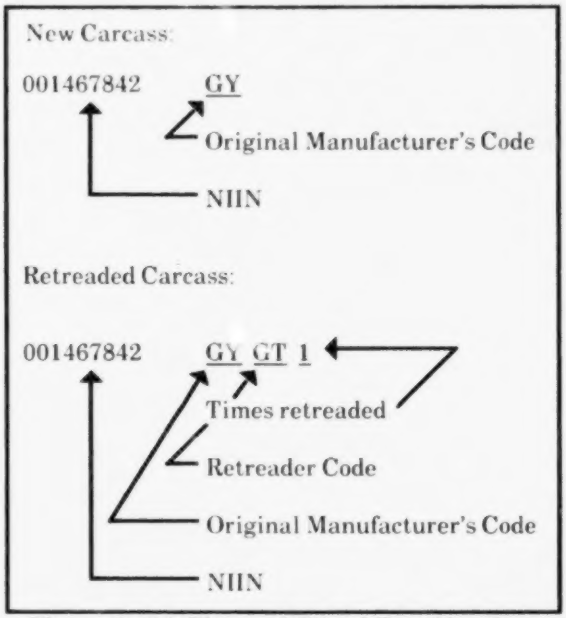
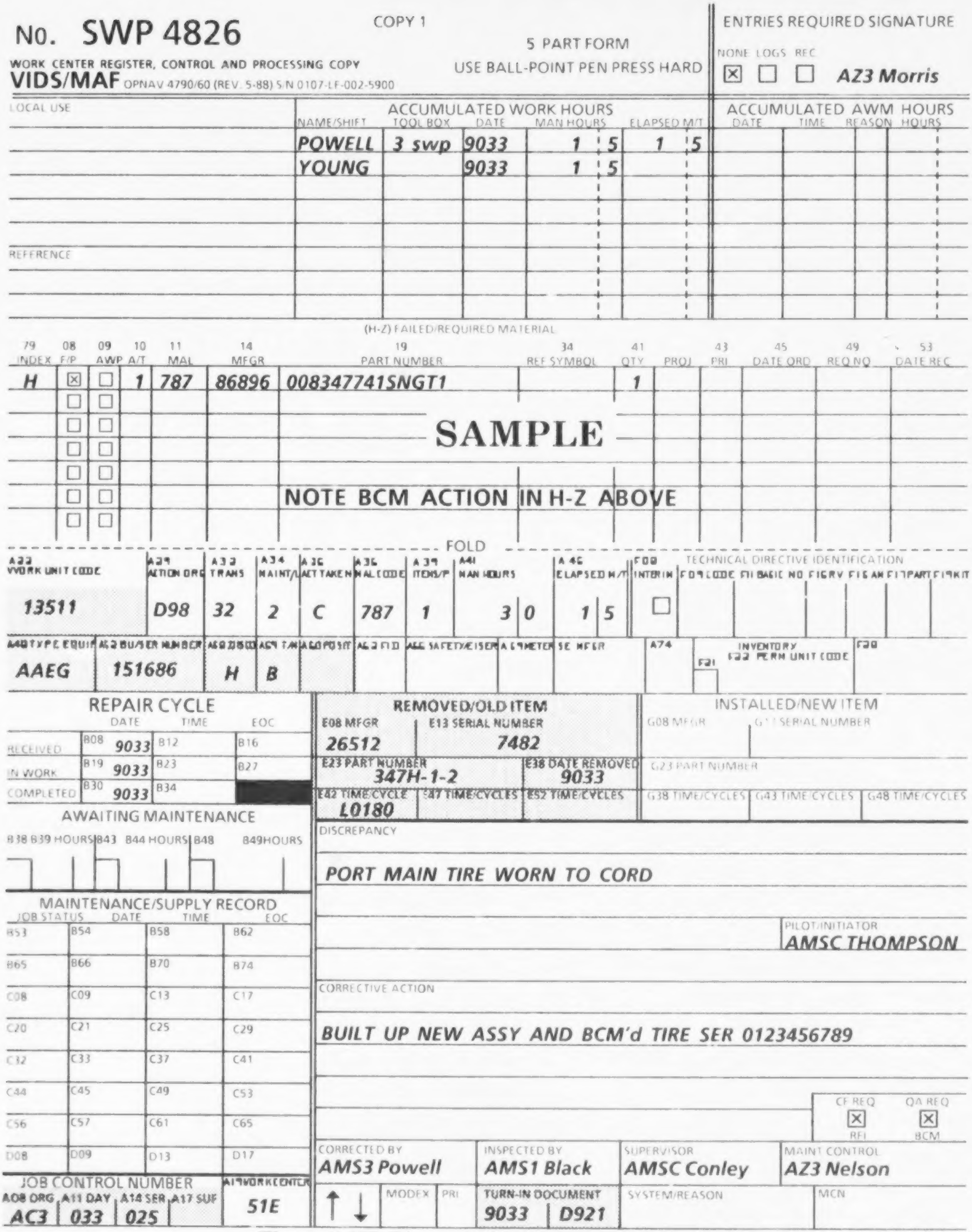


Figure 9-136 Tire and Wheel Part Number



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Morris

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
POWELL	3 swp	9033	1 5	1 5
YOUNG		9033	1 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	1	787	86896	008347741SNGT1		1					
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											
	☐	☐				NOTE BCM ACTION IN H-Z ABOVE							
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
13511	D98	32	2	C	787	1	3 0	1 5	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F15 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 TAN	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F20
AAEG	151686	H	B								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9033	B12	B16
IN WORK	B19 9033	B23	B27
COMPLETED	B30 9033	B34	

REMOVED/OLD ITEM

E08 MFGR: 26512

E13 SERIAL NUMBER: 7482

E23 PART NUMBER: 347H-1-2

E38 DATE REMOVED: 9033

E42 TIME/CYCLE: L0180

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PORT MAIN TIRE WORN TO CORD

PILOT/INITIATOR: AMSC THOMPSON

CORRECTIVE ACTION

BUILT UP NEW ASSY AND BCM'd TIRE SER 0123456789

CF REQ ☒ RFI

QA REQ ☒ BCM

CORRECTED BY: AMS3 Powell

INSPECTED BY: AMS1 Black

SUPERVISOR: AMSC Conley

MAINT CONTROL: AZ3 Nelson

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
AC3	033	025		51E

↑ ↓ MODEX PRI

TURN-IN DOCUMENT: 9033 D921

SYSTEM/REASON

MCN

Figure 9-137 Tire and Wheel Documentation

Transferring IMA Close Out (Post/Predeployment) (Figure 9-139)

Figure 9-139 is an example of an IMA close out for post/predeployment.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

H-Z - When a field level repairable SRA has been removed from the WRA and no replacement is reinstalled prior to offload, document as follows:

H-Z 79 - Enter H-Z for each "missing" FLR module, subassembly of sub-subassembly as appropriate.

H-Z 08 - Enter an X as appropriate.

H-Z 09 - Enter an X as appropriate.

H-Z 10 - Enter P.

H-Z 11 through 49 - Enter appropriate data to identify the missing unit.

H-Z 53 - Enter the date the requisition was cancelled.

A22 - Specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Enter the appropriate transaction code 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be D.

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 - D17 - If the VIDS/MAF is in an AWP status for missing FLRs at time of close out, enter an "M" and the Julian date that supply cancelled the off-station/ship requisitions.

TURN-IN DOCUMENT - Appropriate data.

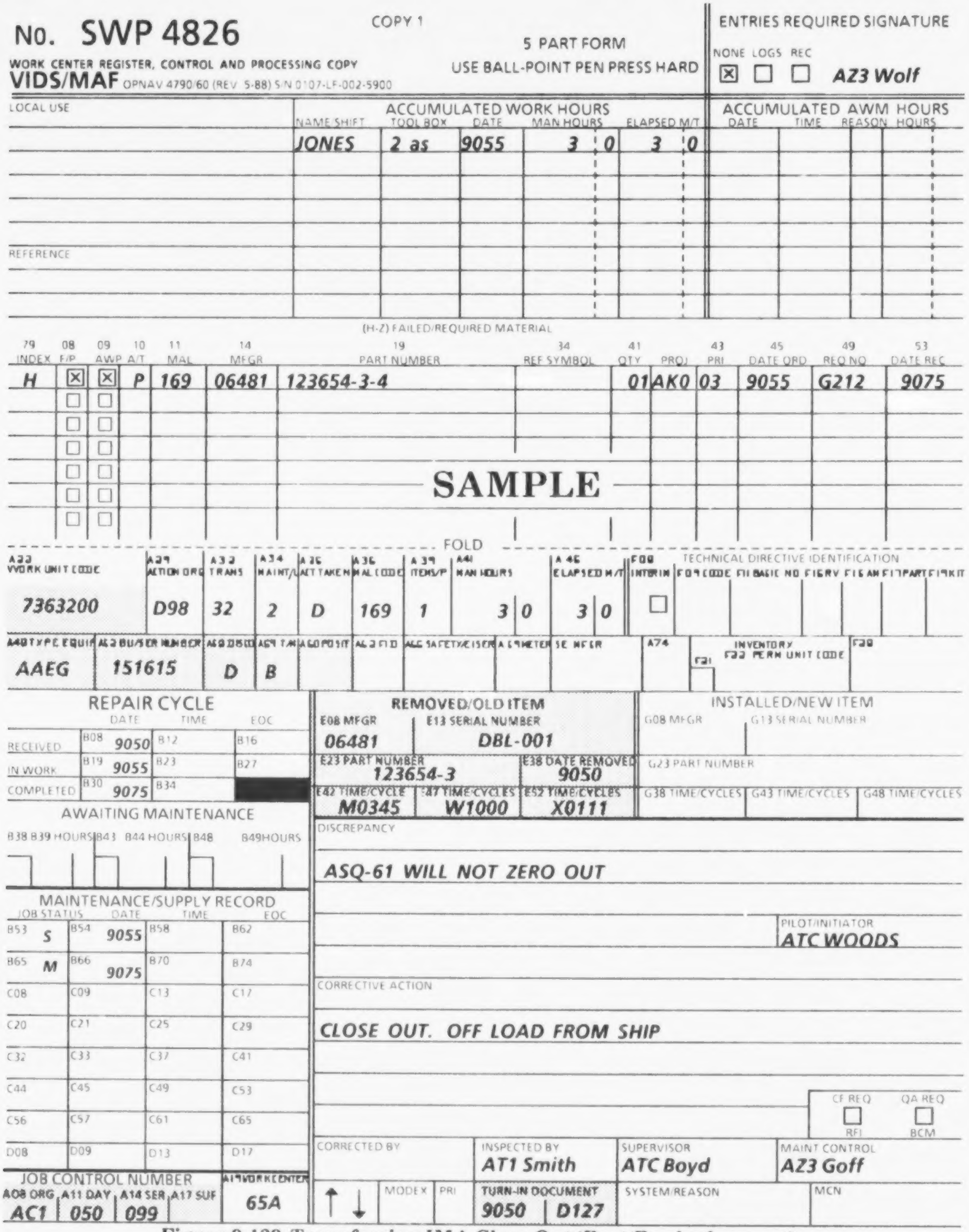
DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

NOTE

To allow for proper supply documentation ensure that CCS is notified of missing FLR SRAs from the WRA to be shipped off-station. Supply shall cancel any off-ship/station requisitions for missing FLRs prior to closing out the VIDS/MAF. The importance of proper documentation cannot be overemphasized.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Wolf

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	2 as	9055	3 0	3 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	P	169	06481	123654-3-4		01	AK0	03	9055	G212	9075
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A23 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F00 INTERIM
7363200	D98	32	2	D	169	1	3 0	3 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 RV, F18 AM, F17 PART, F19 KIT

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISCD	A49 TM	A50 POSIT	A52 FID	A56 SAFETY/E ISER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151615	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9050	B12	B16
IN WORK	B19 9055	B23	B27
COMPLETED	B30 9075	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
06481	DBL-001	
E23 PART NUMBER		E38 DATE REMOVED
123654-3		9050
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M0345	W1000	X0111

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9055	B58	B62
B65 M	B66 9075	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR ATC WOODS

CORRECTIVE ACTION

CLOSE OUT. OFF LOAD FROM SHIP

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY AT1 Smith

SUPERVISOR ATC Boyd

MAINT CONTROL AZ3 Goff

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
AC1	050	099		65A

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9050 D127

SYSTEM/REASON

MCN

Figure 9-139 Transferring IMA Close Out (Post/Predeployment)

Receiving IMA (Reinitiation Document) (Figure 9-141)

Figure 9-141 is an example of a reinitiated VIDS/MAF from a transferring IMA.

A22 - Enter the specific WUC for the item being processed.

A48 - Enter the TEC for the item being processed.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

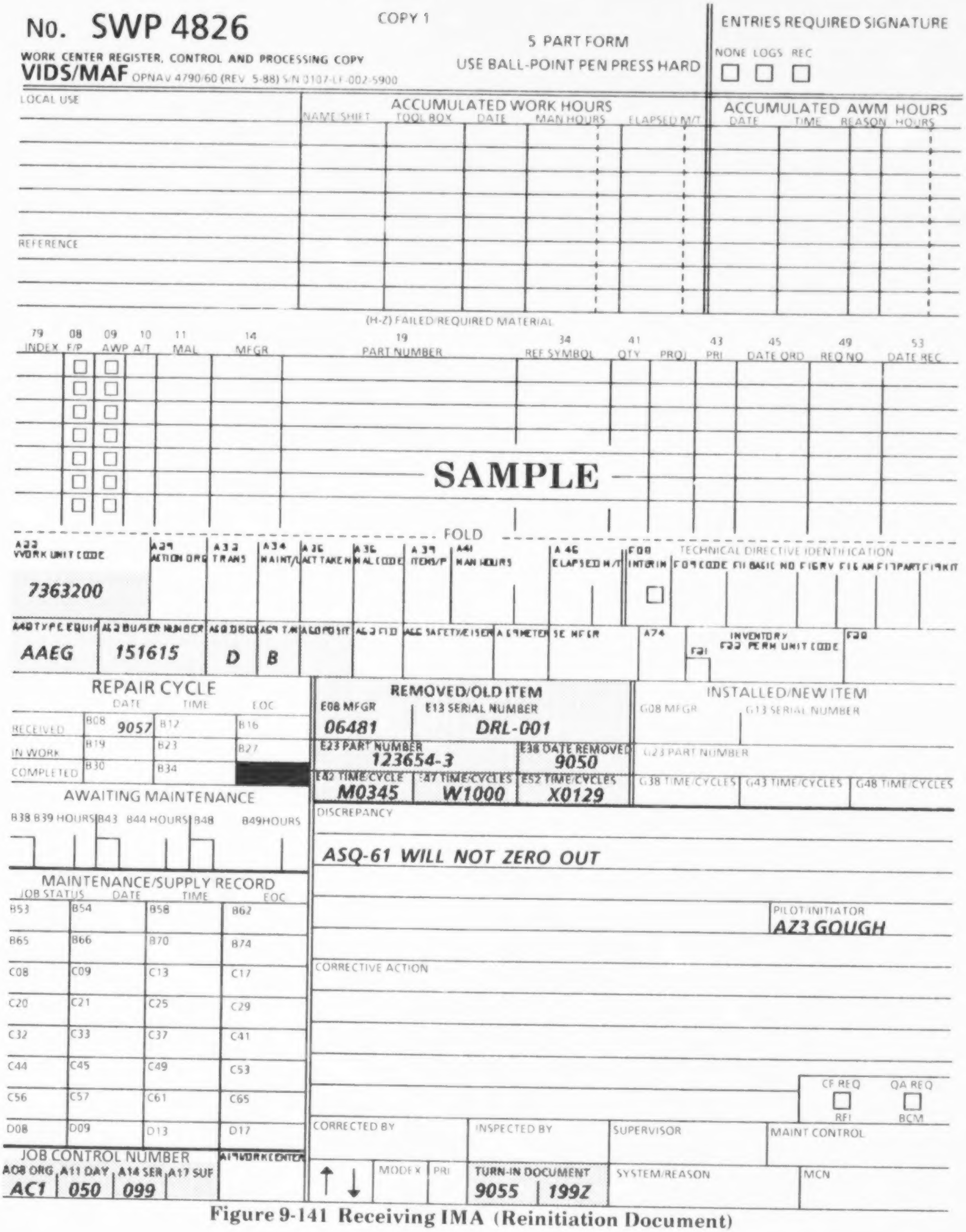
B08 - Enter the appropriate Julian date that work was received at the receiving IMA.

E08 through E52 - Enter the appropriate data for the removed/old item.

A08 through A17 - Enter the assigned JCN.

Turn-in Document - Enter the appropriate data.

Discrepancy - Narrative description of the discrepancy.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
7363200									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EISEN	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151615	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9057	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR 06481	E13 SERIAL NUMBER DRL-001
E23 PART NUMBER 123654-3	E38 DATE REMOVED 9050

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
M0345	W1000	X0129

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
G23 PART NUMBER	

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR

AZ3 GOUGH

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC1	050	099		

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
			9055 1992		

Figure 9-141 Receiving IMA (Reinitiation Document)

Corrosion Supporting VIDS/MAF (Figure 9-143)

Figure 9-143 is an example of a supporting VIDS/MAF documenting corrosion treatment. If corrosion caused the malfunction and treatment of that condition results in elimination of the discrepancy, then it is proper to use Transaction Code 31 or 32 with an Action Taken Code C and Malfunction Code 170. The only time a supporting VIDS/MAF (Z/170/Transaction Code 11) is required is when the corrosion treatment is separate and distinct from the malfunction cause.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be Z (Appendix E).

A36 - Malfunction description code; must be 170 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48 - TEC for the item being processed.

A52 - Appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the appropriate position sensitive indicator (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

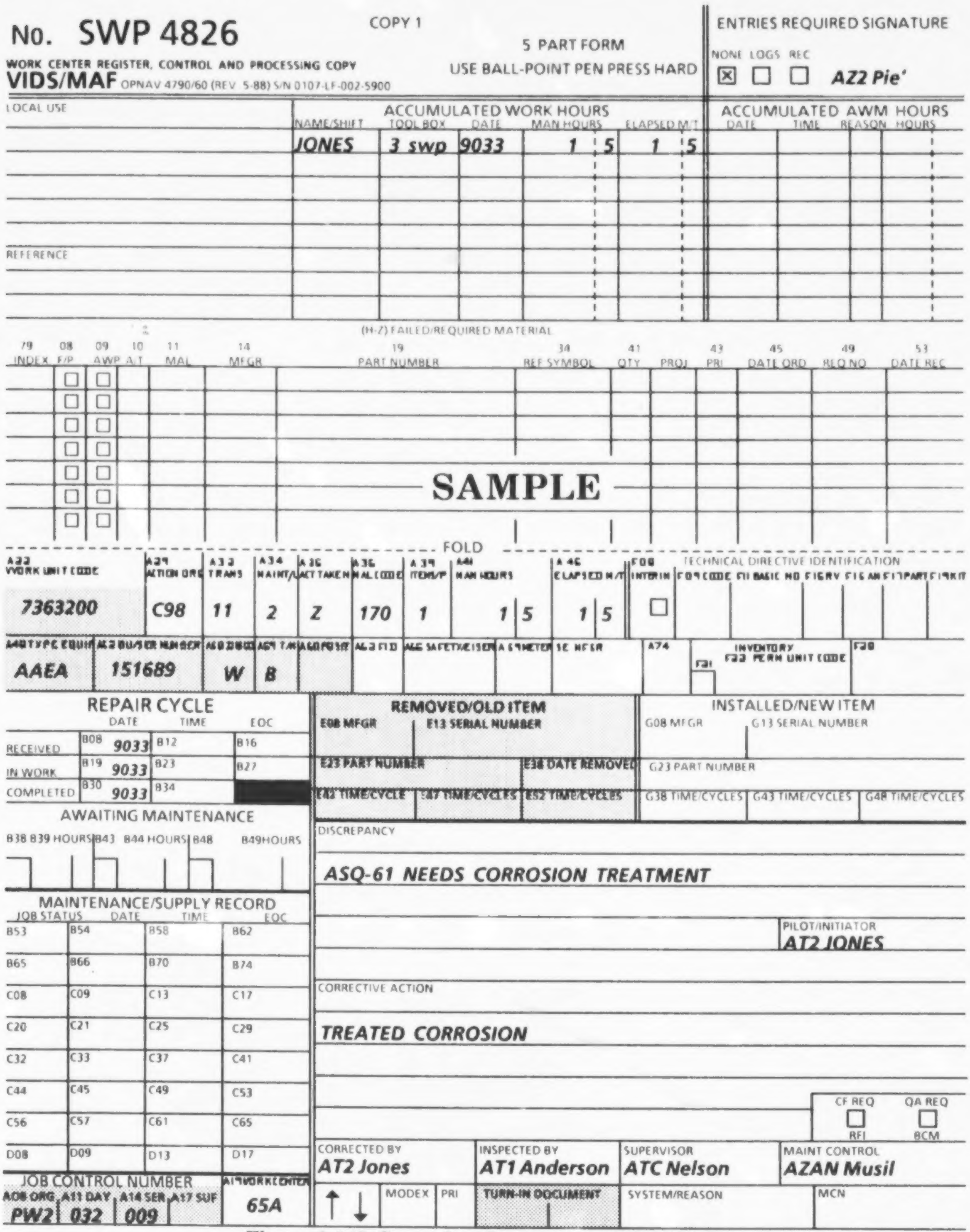
A08 through A17 - Enter the same JCN as the primary VIDS/MAF.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Pie'

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	3 swp	9033	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
7363200	C98	11	2	Z	170	1	1 5	1 5	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 REV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50	A51 T/M	A60 POSIT	A62 FID	A65 SAFETY/EISER	A69 METER	SE MFGR	A74
AAEA	151689	W	B						

INVENTORY F21 F22 PERM UNIT CODE F20

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9033	B12	B16
IN WORK	B19 9033	B23	B27
COMPLETED	B30 9033	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PW2	032	009		65A

DISCREPANCY

ASQ-61 NEEDS CORROSION TREATMENT

PILOT/INITIATOR AT2 JONES

CORRECTIVE ACTION

TREATED CORROSION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Jones	AT1 Anderson	ATC Nelson	AZAN Musil

↑ ↓ MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-143 Corrosion Supporting VIDS/MAF

9.4.2 Work Request (Figures 9-147 through 9-161). Used at I-level activities to document man-hours expended in support of work or assistance that is beyond the requesting activity's capability and does not involve repair of aeronautical material. The VIDS/MAF work request is used primarily for, but is not limited to, the following:

a. Inducting items for check, test, or service action from an aircraft or SE for scheduled maintenance, and unscheduled maintenance when requested work is beyond the capability of the requesting activity.

b. Inducting items that are not part of an aircraft or SE, such as pilot's personal equipment, oxygen masks, life preservers, or parachutes, that require check, test, or service.

c. Inducting items from supply for check, test, or service.

d. Inducting items from supply for buildup, such as an engine, a quick engine change kit, or a wheel assembly.

e. Inducting items not having a WUC or not identifiable to a specific type equipment for check, test, service, manufacture, or fabrication.

f. Requesting nondestructive inspection (NDI) either on-site or at the IMA, when a TD is not involved.

g. Inducting items for RFI certification prior to reinstallation in aircraft returned from standard depot level maintenance.

h. Reclamation and salvage.

NOTE

Work requests for items removed for check, test, service, local manufacture, or fabrication must be approved and signed by the requesting activity's maintenance control supervisor and the supporting activity's production control supervisor. {A} Batteries received for check, test, or service will be documented in accordance with paragraph 9.4.1.13.

9.4.2.1 This and subsequent paragraphs outline the procedures for documentation and processing of maintenance requirements when approved and signed by both the requesting activity's maintenance control supervisor and the supporting activity's production control supervisor or their authorized representatives. Upon receipt of the VIDS/MAF work request and item(s), production control will sign Copy 2 of the VIDS/MAF work request, acknowledging receipt of the item(s), and return it to the originating activity. Upon completion of check, test, or service action, the work center will notify production control of job completion and turn in Copy 1 to the DSF for further processing. Copy 4 will be attached to the item(s) and routed to production control, who will notify the originating activity that the item(s) is ready for pickup. Production control will issue the item(s), with Copy 4 attached, to the originating activity and receive Copy 2 from the originating activity as proof of delivery. Production control may destroy Copy 2 of the VIDS/MAF work request at this time.

NOTE

Subsequent repair of the failed item(s) will require the originating activity to resubmit a VIDS/MAF for each defective item requiring repair except for supply item(s) that fail check, test, and service. {D}

9.4.2.2 Items completing check, test, or service will be processed as described in the following figures:

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VIDS/MAF Work Request (Work Center Entries) (Figure 9-147)

Figure 9-147 is an example of the VIDS/MAF data fields completed by the work center. (Xs indicate requesting activity's entries)

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the supply requisition(s) (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 30 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be A, F, or 0 (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

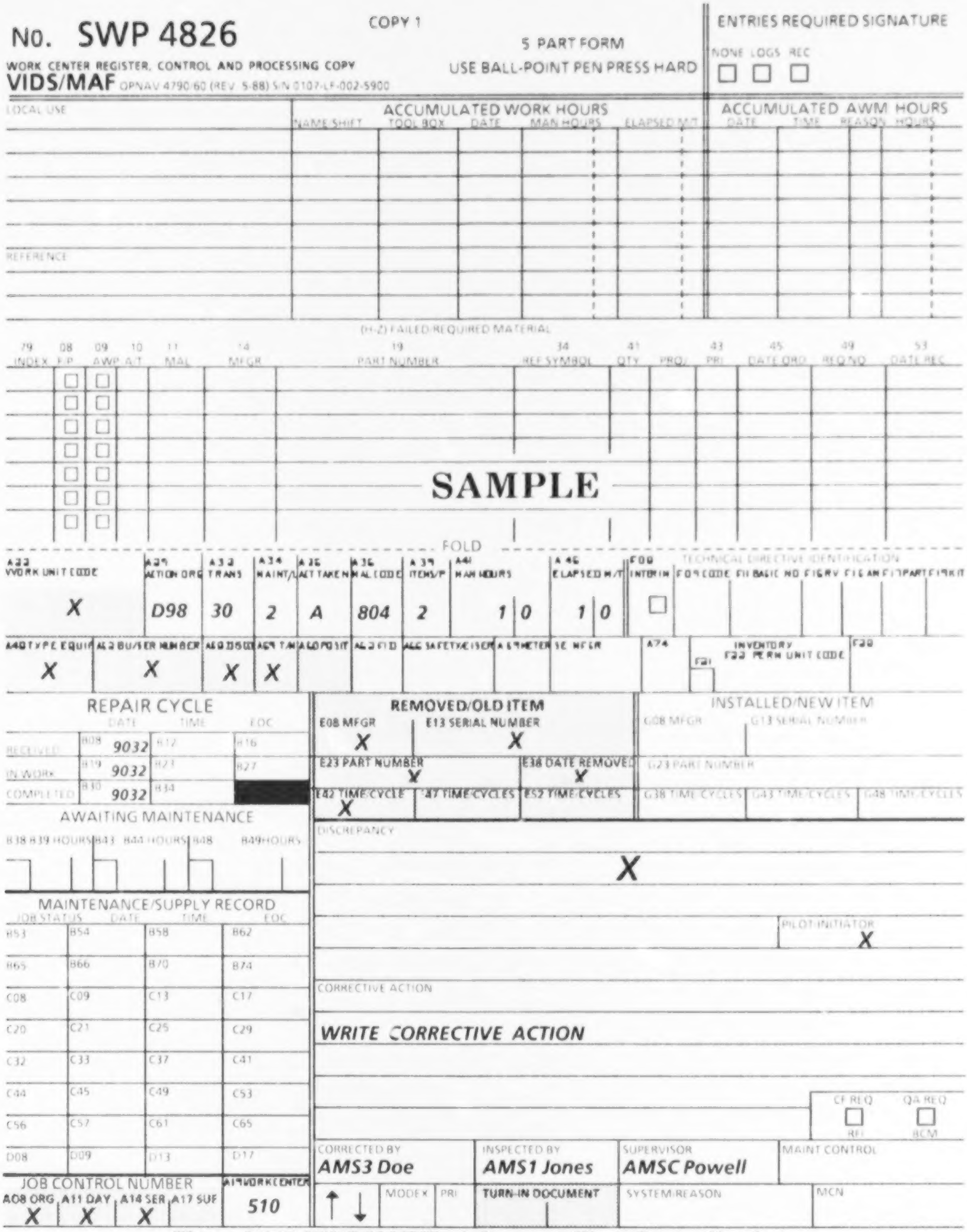
A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

B19 & B30 - Enter the appropriate Julian dates that work was started and completed.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F00 INTERIM	F05 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
X	D98	30	2	A	804	2	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCOV	A50 T/M	A51 POSIT	A62 FID	A66 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
X	X	X	X									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9032	B12	B16
IN WORK	B19 9032	B23	B27
COMPLETED	B30 9032	B34	

REMOVED/OLD ITEM

E08 MFGR X

E13 SERIAL NUMBER X

E23 PART NUMBER X

E38 DATE REMOVED X

E42 TIME/CYCLE X

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

X

PILOT/INITIATOR X

CORRECTIVE ACTION

WRITE CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AMS3 Doe

INSPECTED BY AMS1 Jones

SUPERVISOR AMSC Powell

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
X	X	X		510

↑ ↓ MODEX PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-147 VIDS/MAF Work Request (Work Center Entries)

VIDS/MAF Work Request (Local Manufacture/Fabrication) (Figure 9-149)

Figure 9-149 is an example of the VIDS/MAF documented for the local manufacturing/fabrication of an item.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the supply requisition(s) (if applicable).

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code, must be 30 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code; must be A (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate bureau/serial number.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).

B53 through D17 - Make appropriate entries (if applicable).

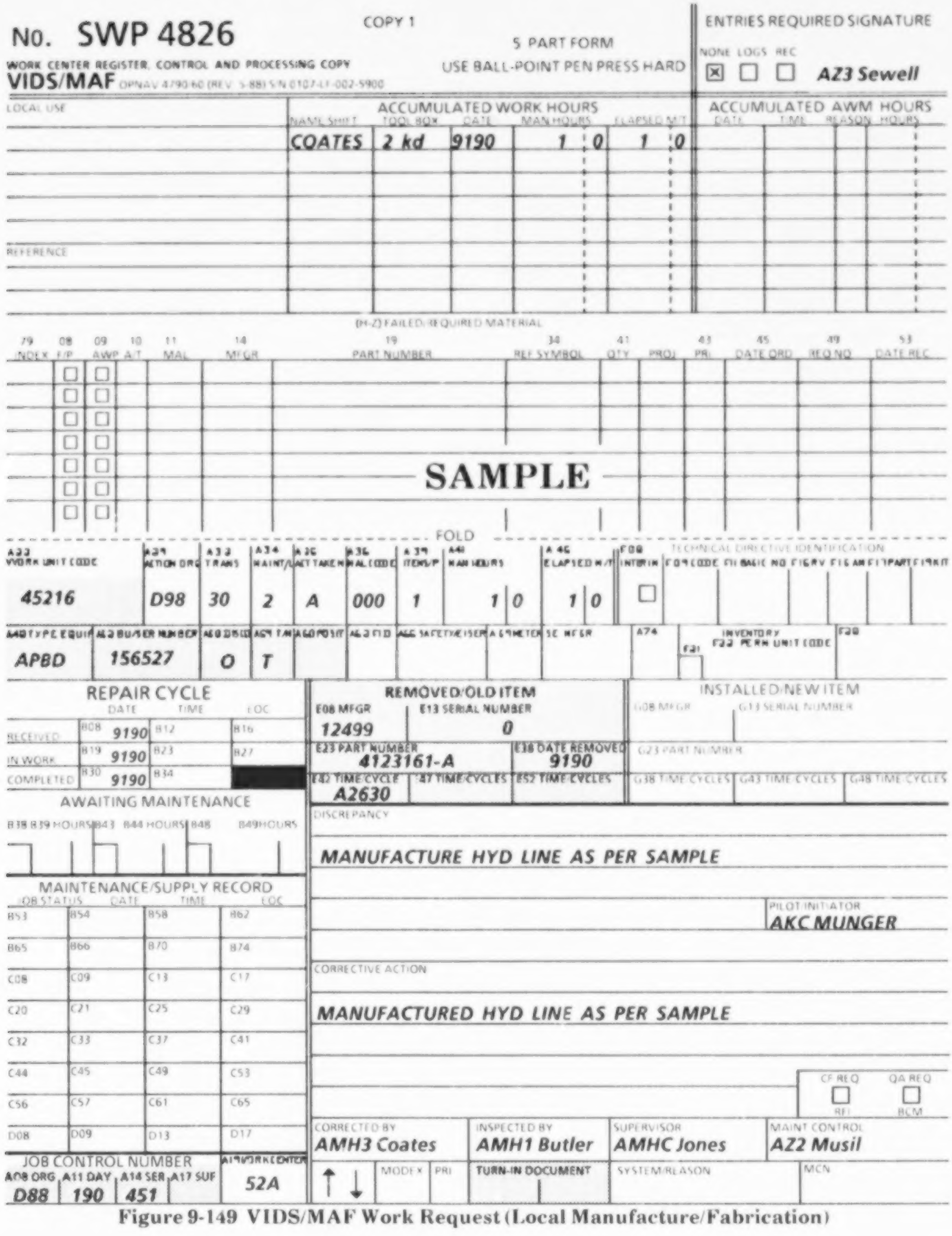
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Sewell

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
COATES	2 kd	9190	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A23 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A40 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
45216	D98	30	2	A	000	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A08 TYPE EQUIP	A12 BU/SER NUMBER	A18 DISC	A19 T/M	A20 POSIT	A22 FID	A26 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	156527	O	T									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9190	B23	B27
COMPLETED	B30 9190	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
12499	0	
E23 PART NUMBER		E38 DATE REMOVED
4123161-A		9190
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A2630		

INSTALLED/NEW ITEM

G08 MFGR
G13 SERIAL NUMBER
G23 PART NUMBER
G38 TIME/CYCLES
G43 TIME/CYCLES
G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

MANUFACTURE HYD LINE AS PER SAMPLE

PILOT/INITIATOR
AKC MUNGER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

MANUFACTURED HYD LINE AS PER SAMPLE

CF REQ ☐ RFI
QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMH3 Coates	AMH1 Butler	AMHC Jones	AZ2 Musil

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	190	451		52A

↑ ↓ MODEX PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-149 VIDS/MAF Work Request (Local Manufacture/Fabrication)

VIDS/MAF Work Request (Failed Items) (Figure 9-151)

Figure 9-151 is an example of the VIDS/MAF documented for items failing check, test, or service. On a MULTI VIDS/MAF that has both failed and passed items, document the failed items on the original turn-in VIDS/MAF and initiate a new VIDS/MAF to document the items that passed (Figure 9-153). (*) denotes those data fields completed by the requesting activity.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 30 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be F (Appendix E).

A36 - Malfunction description code; must be 295 or 570 series (Appendix I).

A39 - Enter the total number of items that failed.

A41 - Enter the total number of man-hours expended for failed items.

A45 - Enter the total EMT for failed items.

A48* - TEC for the equipment.

A52* - Bureau/serial number.

A58* - When discovered code (Appendix R).

A59* - Type maintenance code (Appendix H).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

E08 through E42* - Removed/old items.

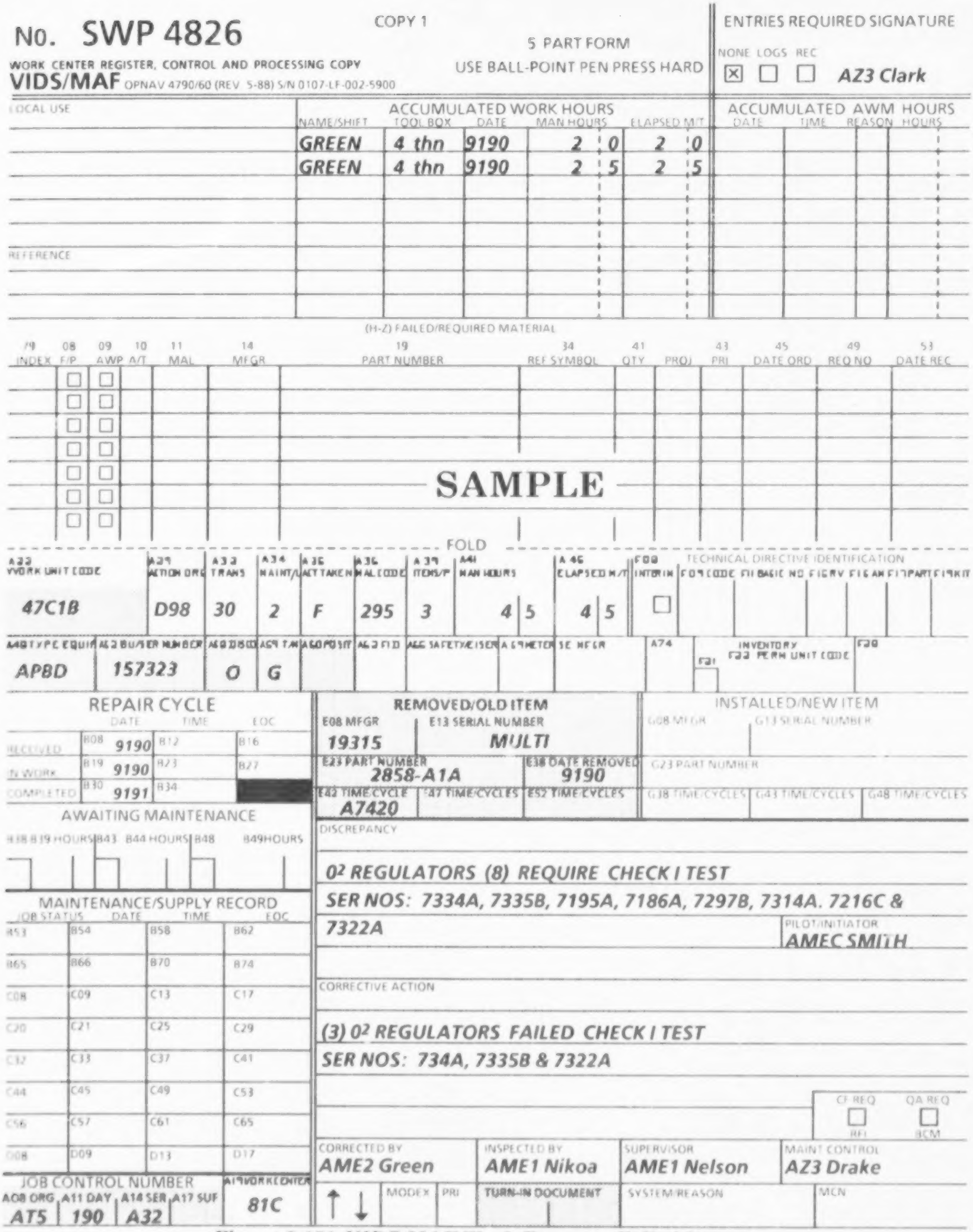
A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of failed item(s) and its serial number(s).

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Clark

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GREEN	4 thn	9190	2 0	2 0
GREEN	4 thn	9190	2 5	2 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
47C1B	D98	30	2	F	295	3	4 5	4 5	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 RV, F16 AM, F17 PART, F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F28
APBD	157323	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9190	B23	B27
COMPLETED	B30 9191	B34	■

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT5	190	A32		81C

REMOVED/OLD ITEM

E08 MFGR: 19315

E13 SERIAL NUMBER: MULTI

E23 PART NUMBER: 2858-A1A

E38 DATE REMOVED: 9190

E42 TIME/CYCLE: A7420

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

0² REGULATORS (8) REQUIRE CHECK I TEST

SER NOS: 7334A, 7335B, 7195A, 7186A, 7297B, 7314A. 7216C &

7322A

PILOT/INITIATOR: AMEC SMITH

CORRECTIVE ACTION

(3) 0² REGULATORS FAILED CHECK I TEST

SER NOS: 734A, 7335B & 7322A

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY: AME2 Green

INSPECTED BY: AME1 Nikoa

SUPERVISOR: AME1 Nelson

MAINT CONTROL: AZ3 Drake

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-151 VIDS/MAF Work Request (Failed Items)

VIDS/MAF Work Request (RFI Items) (Figure 9-153)

Figure 9-153 is an example of the VIDS/MAF documented when some items pass check, test, or service actions that were originally listed on the MULTI serial number VIDS/MAF work request. A new VIDS/MAF work request will be initiated by IMA using the same JCN with the original data blocks completed as received from the unit requesting the check/test action. (*) denotes those data fields transcribed from the requesting activity's VIDS/MAF work request.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 30 (Appendix P).

A34 - Maintenance level: must be 2.

A35 - Action taken code; must be A (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of passing items.

A41 - Enter the total number of man-hours expended for passing items.

A45 - Enter the total EMT for passing items.

A48* - TEC for the equipment.

A52* - Bureau/serial number.

A58* - When discovered code (Appendix R).

A59* - Type maintenance code (Appendix H).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

E08 through E42* - Data for the removed/old items.

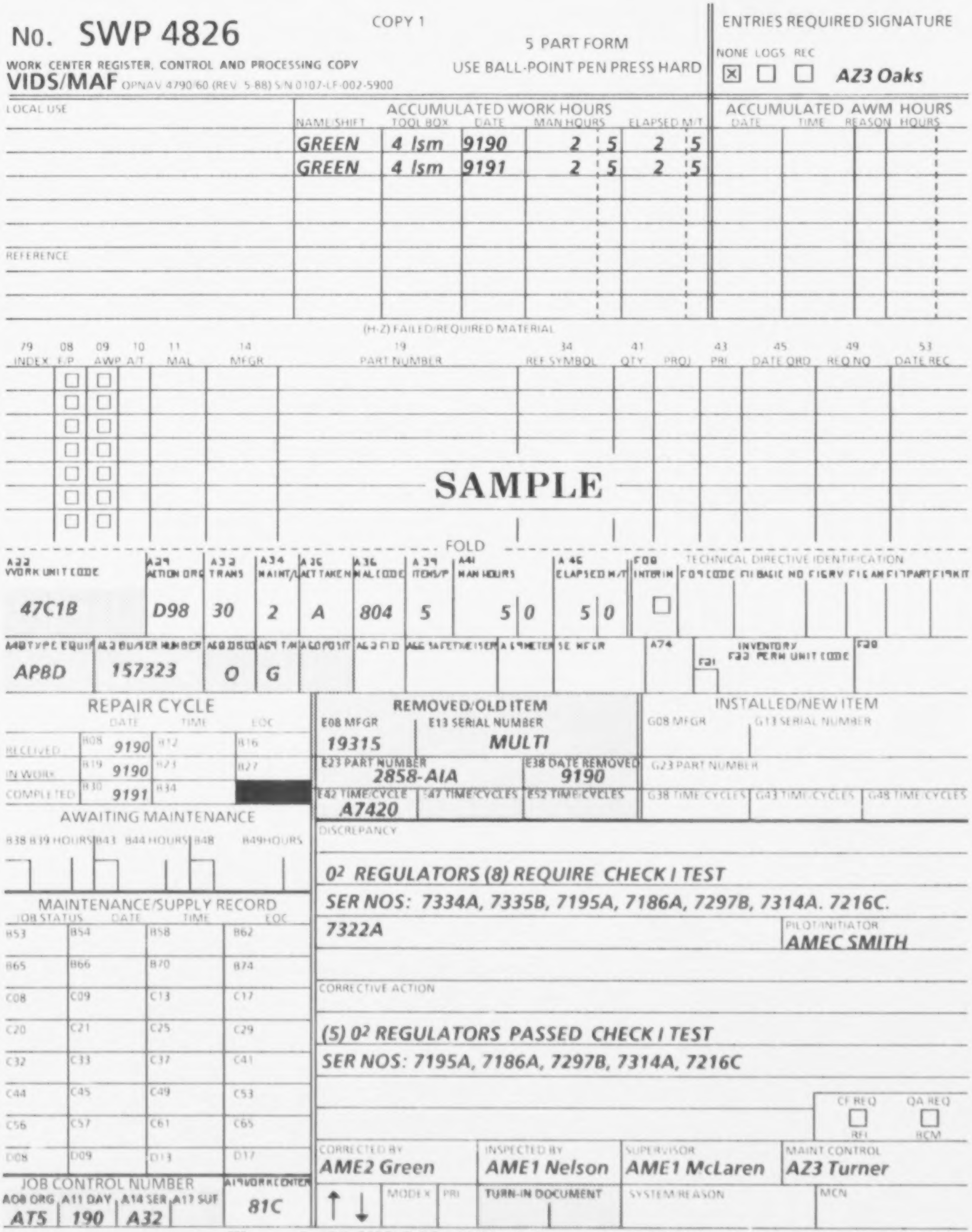
A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and the serial number(s) of the passing items.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Oaks

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GREEN	4 lsm	9190	2 5	2 5
GREEN	4 lsm	9191	2 5	2 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
47C1B	D98	30	2	A	804	5	5 0	5 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 RV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCO	A59 TAM	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	INVENTORY F31 F32 PERM UNIT CODE	F20
APBD	157323	O	G								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9190	B23	B27
COMPLETED	B30 9191	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
19315	MULTI

E23 PART NUMBER	E38 DATE REMOVED
2858-AIA	9190

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A7420		

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

0² REGULATORS (8) REQUIRE CHECK I TEST

SER NOS: 7334A, 7335B, 7195A, 7186A, 7297B, 7314A. 7216C.

7322A

PILOT/INITIATOR AMEC SMITH

CORRECTIVE ACTION

(5) 0² REGULATORS PASSED CHECK I TEST

SER NOS: 7195A, 7186A, 7297B, 7314A, 7216C

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AME2 Green	AME1 Nelson	AME1 McLaren	AZ3 Turner

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT5	190	A32		81C

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-153 VIDS/MAF Work Request (RFI Items)

VIDS/MAF Work Request (All Items Passing Check/Test) (Figure 9-155)

Figure 9-155 is an example of the VIDS/MAF documented when items pass the check, test, or service requirements and will be completed on the original VIDS/MAF work request received from the supported activity. (*) denotes those data fields completed by the requesting activity.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 30 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be A (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - TEC for the equipment.

A52* - Bureau/serial number.

A58* - When discovered code (Appendix R).

A59* - Type maintenance code (Appendix H).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

E08 through E42* - Removed/old items.

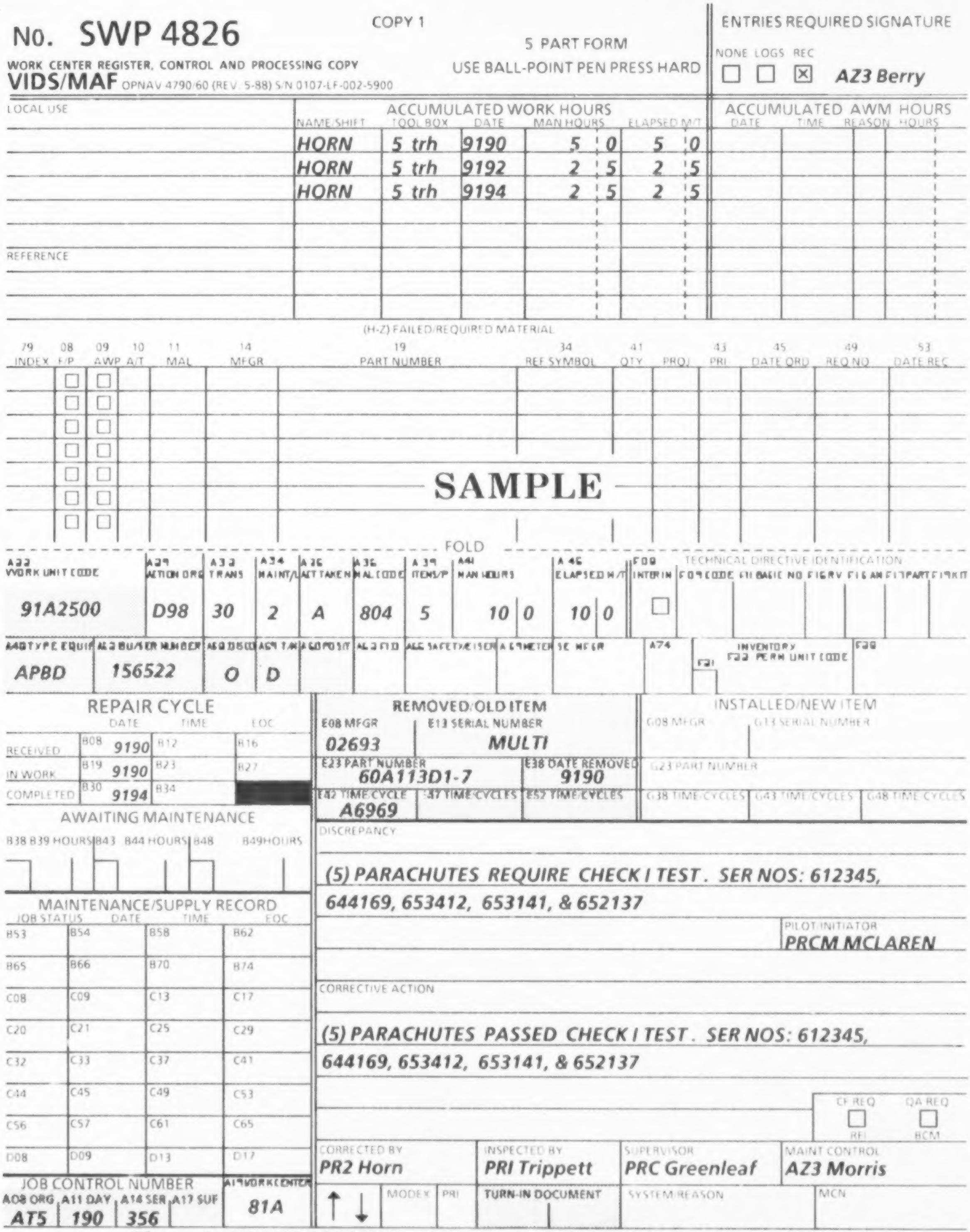
A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action and the serial number(s).

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Berry

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
HORN	5 trh	9190	5	0	5	0
HORN	5 trh	9192	2	5	2	5
HORN	5 trh	9194	2	5	2	5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A46 ELAPSED M/T		F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
91A2500	D98	30	2	A	804	5	10	0	10	0	☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A53 DISCOV	A54 T/M	A55 POSIT	A62 FID	A66 SAFETY/E ISER	A ?METER	SE MFGR	A74	INVENTORY F31 F22 PERM UNIT CODE	F30
APBD	156522	O	D								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9190	B23	B27
COMPLETED	B30 9194	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A21 WORK CENTER
AT5	190	356		81A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
02693	MULTI	
E23 PART NUMBER 60A113D1-7		E38 DATE REMOVED 9190
E42 TIME/CYCLE A6969	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

(5) PARACHUTES REQUIRE CHECK I TEST. SER NOS: 612345, 644169, 653412, 653141, & 652137

PILOT/INITIATOR PRCM MCLAREN

CORRECTIVE ACTION

(5) PARACHUTES PASSED CHECK I TEST. SER NOS: 612345, 644169, 653412, 653141, & 652137

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
PR2 Horn	PRI Trippett	PRC Greenleaf	AZ3 Morris

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-155 VIDS/MAF Work Request (All Items Passing Check/Test)

On-Site or In Shop NDI Actions (Figures 9-157 and 9-159)

The NDI technician/operator performing the NDI will take Copies 1 and 4 of the VIDS/MAF work request to the supported site. Upon completion of the inspection, the inspector will sign off Copies 1 and 4. Copy 4 will be delivered to maintenance control of the requesting activity for completion of the NDI control VIDS/MAF. Copy 1 will be returned to the IMA work center for update of Copy 5. Copy 1 will then be forwarded to IMA production control for Copy 3 update. Copy 1 will then be forwarded to DSF.

Figure 9-157 is an example of the scheduled maintenance VIDS/MAF work request (NDI on-site or in shop). (*) denotes those data fields transcribed from the requesting activity's VIDS/MAF work request.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 30 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be A when no defects are found during the NDI; in all other instances enter an F (Appendix E).

A36 - Malfunction description code; enter the code (570-579) that describes the NDI method employed (Appendix I). Entry is required for both Action Taken Codes A and F.

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Appropriate bureau/serial number.

A58* - Appropriate when discovered code (Appendix R).

A59* - Appropriate type maintenance code (Appendix H).

A60* - Appropriate PSI if applicable.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

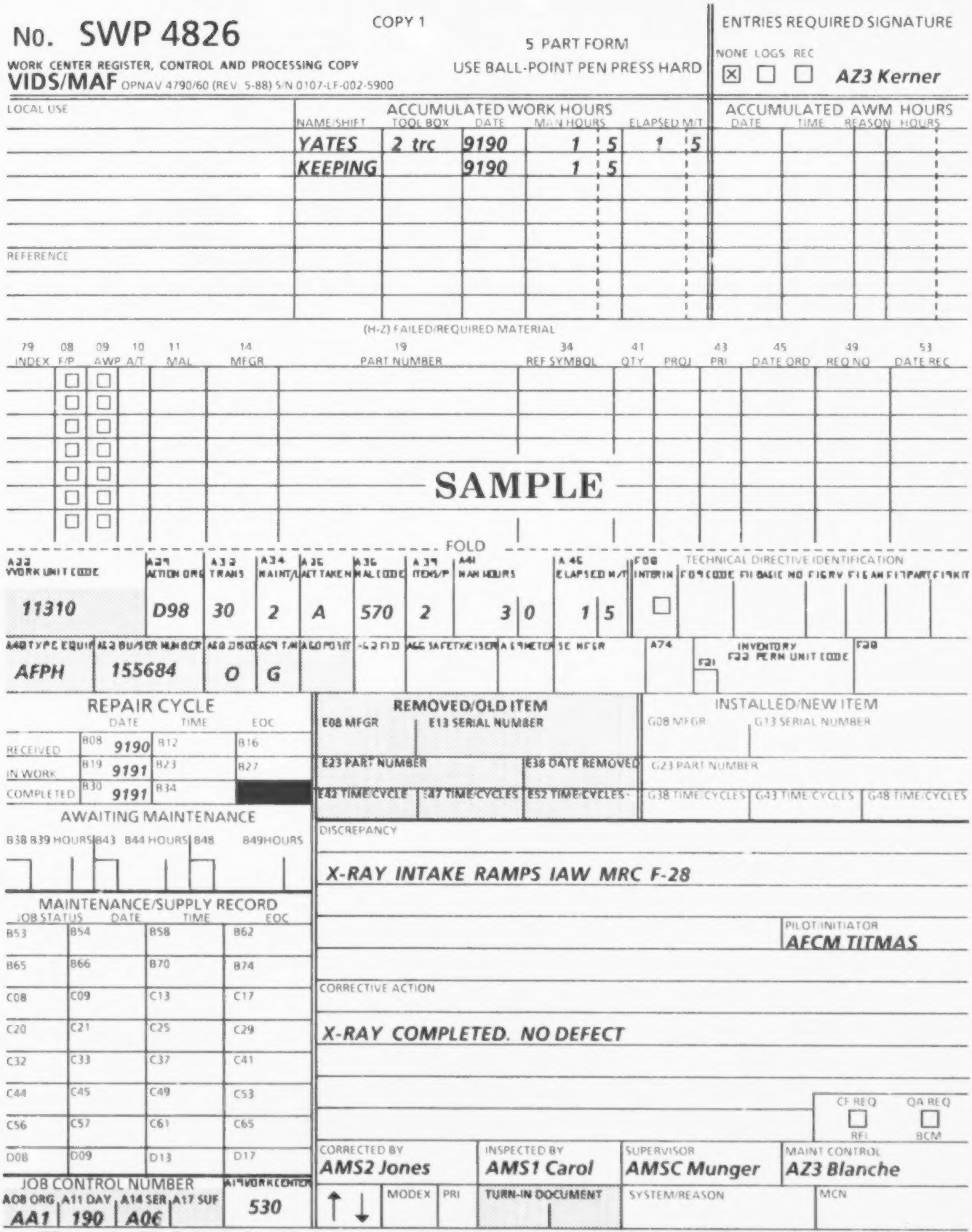
DISCREPANCY* - Narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED BY-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

NOTE

CDI required for tool control only.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Kerner

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
YATES	2 trc	9190	1 5	1 5
KEEPING		9190	1 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
11310	D98	30	2	A	570	2	3 0	1 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISCO	A57 T/M	A60 POSIT	-62 FID	A66 SAFETY/EI SER	A 69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AFPH	155684	O	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9191	B23	B27
COMPLETED	B30 9191	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AA1	190	A0€		530

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

X-RAY INTAKE RAMPS IAW MRC F-28

PILOT/INITIATOR AFCM TITMAS

CORRECTIVE ACTION

X-RAY COMPLETED. NO DEFECT

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AMS2 Jones

INSPECTED BY AMS1 Carol

SUPERVISOR AMSC Munger

MAINT CONTROL AZ3 Blanche

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-157 Scheduled Maintenance VIDS/MAF Work Request (NDI On-Site or In Shop)

Unscheduled Maintenance VIDS/MAF Work Request (Failed Test) (NDI On-Site or In Shop) (Figure 9-159)

Figure 9-159 is an example of the VIDS/MAF unscheduled maintenance VIDS/MAF work request (failed test) (NDI on-site or in shop). (*) denotes those data fields transcribed from the requesting activity's VIDS/MAF.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - The specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 30 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be A when no defects are found during the NDI; in all other instances enter an F (Appendix E).

A36 - Malfunction description code; enter the code (570-579) that describes the NDI method employed (Appendix I). Entry is required for both Action Taken Codes A and F.

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - TEC for the item being processed.

A52* - Appropriate bureau/serial number.

A58* - Appropriate when discovered code (Appendix R).

A59* - Appropriate type maintenance code (Appendix H).

A60* - PSI if applicable.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

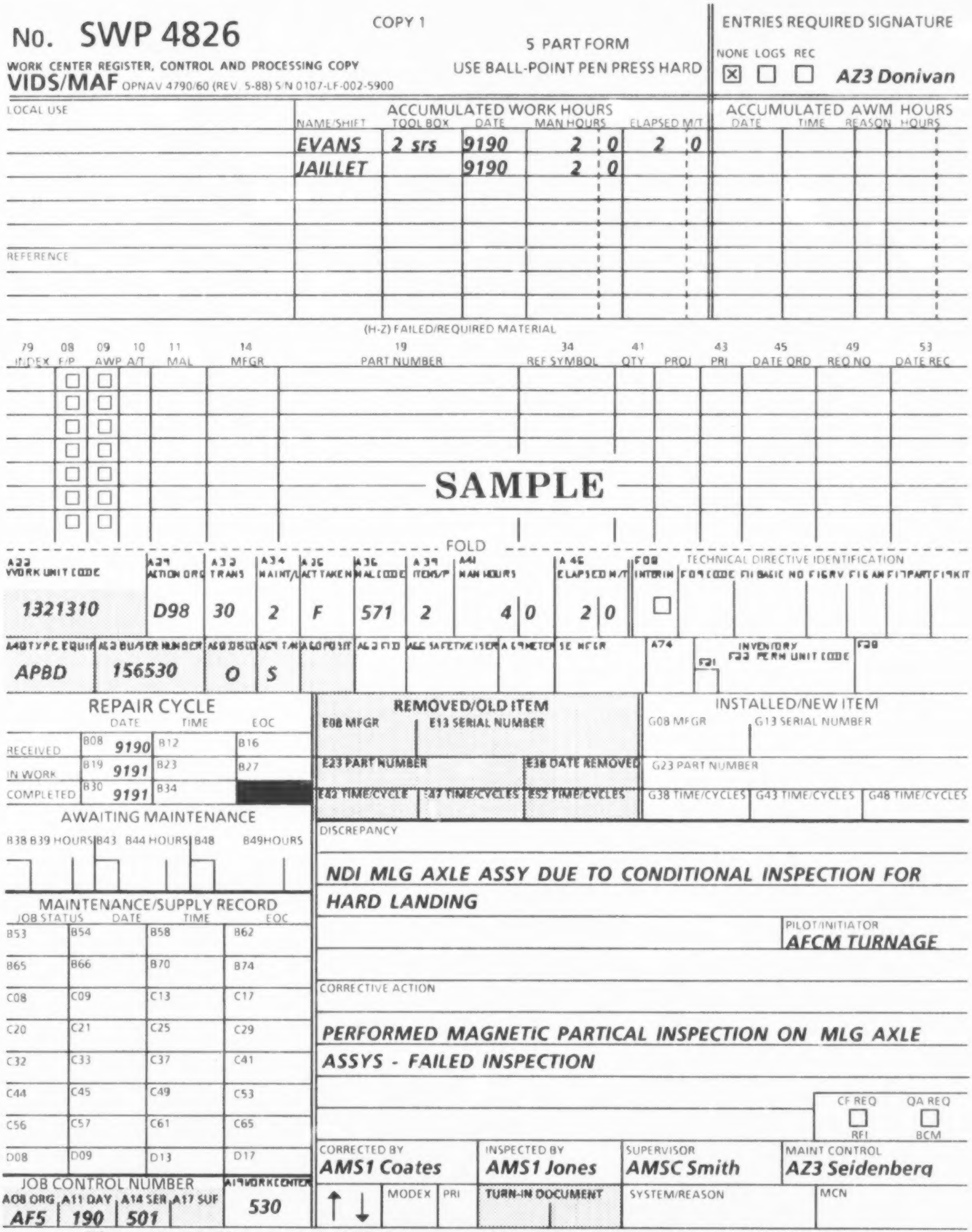
DISCREPANCY* - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED BY-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

NOTE

CDI required for tool control only.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Donivan

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
EVANS	2 srs	9190	2 0	2 0
JAILLET		9190	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
1321310	D98	30	2	F	571	2	4 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISC	A51 TM	A52 POSIT	A62 FID	A66 SAFETY/EISER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	156530	O	S									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9191	B23	B27
COMPLETED	B30 9191	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

NDI MLG AXLE ASSY DUE TO CONDITIONAL INSPECTION FOR HARD LANDING

PILOT/INITIATOR AFCM TURNAGE

CORRECTIVE ACTION

PERFORMED MAGNETIC PARTICAL INSPECTION ON MLG AXLE ASSYS - FAILED INSPECTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS1 Coates	AMS1 Jones	AMSC Smith	AZ3 Seidenberg

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF5	190	501		530

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-159 Unscheduled Maintenance VIDS/MAF Work Request (Failed Test) (NDI On-Site or In Shop)

VIDS/MAF Work Request (Supply Asset Induction Document) (Figure 9-161)

Figure 9-161 is an example of the VIDS/MAF documented for items inducted from a supply activity for check, test, or service. The supply activity will complete the following data blocks of the VIDS/MAF work request prior to induction of the component/item(s) by production control.

NOTE

> Items that fail check/test will be processed and documented in accordance with paragraph 9.4.2.1 with the exception that IMA will initiate a new VIDS/MAF for each defective item, using the organization code of the supply activity in the JCN, and reinduct the failed item(s) through production control for assignment of the JCN date and serial number. IMA will process the defective item(s) in accordance with established repair procedures.

A22 - Enter the specific WUC for the item being processed. If the item is not identifiable by a specific WUC, enter the NOC code. When there is no applicable WUC or NOC to specifically identify the function performed, such as buildup and teardown/engine test stand operation or nonaeronautical work, appropriate support action codes should be used (Appendix O).

A48 - Enter the TEC for the item being processed. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC (Appendix Q).

A52 - Enter the appropriate bureau/serial number; must be 000000 unless it is an engine buildup, then enter the engine serial number.

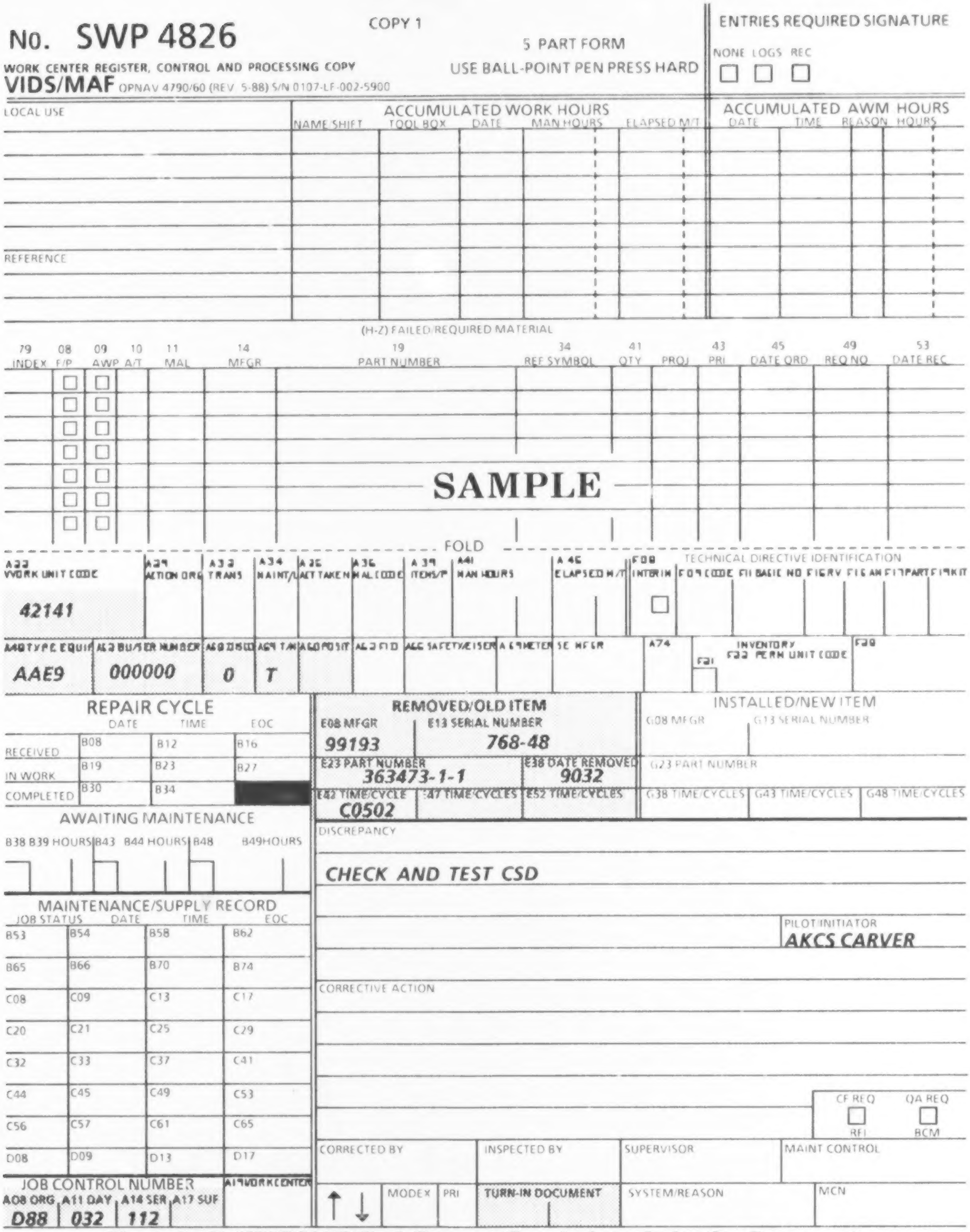
A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be T (Appendix H).

A08 through A14 - Enter the assigned JCN. The organization code of the supply activity will be entered in Block A08.

E08 through E42 - Enter the manufacturer's code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter "MULTI". If there is no serial number, enter 0. A separate VIDS/MAF work request is required for like items which have a different manufacturer/part number. In the case of survival/safety equipment with like part numbers but different manufacturer's codes, enter zeros in the manufacturer's code block and in the time cycle block using the appropriate prefix.

DISCREPANCY - Enter the narrative description of the discrepancy, serial numbers if appropriate, and MRC card numbers if applicable.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE: 42141

A29 ACTION ORG | A33 TRANS | A34 MAINT/L | A35 ACT TAKEN | A36 MAL CODE | A39 ITEMS/P | A41 MAN HOURS | A46 ELAPSED M/T | F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 RV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP: AAE9

A43 BU/SER NUMBER: 000000

A49 DISCD: 0

A49 TM: T

A60 POSIT | A62 FID | A66 SAFETY/EI SER | A69 METER | SE MFGR | A74 | F21 | INVENTORY F22 PERM UNIT CODE | F29

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: 99193

E13 SERIAL NUMBER: 768-48

E23 PART NUMBER: 363473-1-1

E38 DATE REMOVED: 9032

E42 TIME/CYCLE: C0502

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

CHECK AND TEST CSD

PILOT/INITIATOR: AKCS CARVER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG: D88

A11 DAY: 032

A14 SER: 112

A17 SUF

A19 WORK CENTER

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-161 VIDS/MAF Work Request (Supply Asset Induction Document)

9.4.3 Technical Directive Compliance. If a TD is complied with at the O-level (on-equipment work), all maintenance actions will be documented using the VIDS/MAF. If during compliance with a TD it becomes necessary to forward an item to the IMA for modification or inspection and return, the following procedures will be followed (Figures 9-163 through 9-173).

a. If the IMA informs the O-level activity that the item requires repair, the O-level activity must initiate another VIDS/MAF for turn-in and requisitioning purposes using the original JCN and will be documented by the IMA. The outstanding TD compliance VIDS/MAF originally provided the IMA will be destroyed. After the repair action is complete, production control will then initiate a replacement TD compliance VIDS/MAF using a supply JCN.

b. Items processed in excess of 1 may be entered only when block A48 contains a code beginning with Y, or D, or ending with 9 and is either a nonserialized item or does not include a part number change in blocks E or G. Serialized items for which a part number change is reflected in blocks E or G must be accomplished on an individual TD compliance VIDS/MAF.

TD Compliance Turn-In Document (Figure 9-163)

Figure 9-163 illustrates the data groups to be completed by the O-level activity on the TD compliance VIDS/MAF. If the TD is applicable to an end item (aircraft, NC-5, etc.) and a component is to be removed and sent to the IMA for modification or inspection as a portion of the TD compliance, the man-hours required to remove and reinstall the component will be documented on a TD compliance VIDS/MAF. The O-level will then originate a TD compliance VIDS/MAF for each component forwarded to the IMA. This TD compliance VIDS/MAF will accompany the component/item to the IMA for documentation of the assisting TD compliance action, and processing. The IMA will sign Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as an IOU receipt.

A22 - WUC for the item being processed.

A48 - TEC for the equipment.

A52 - Bureau/serial number.

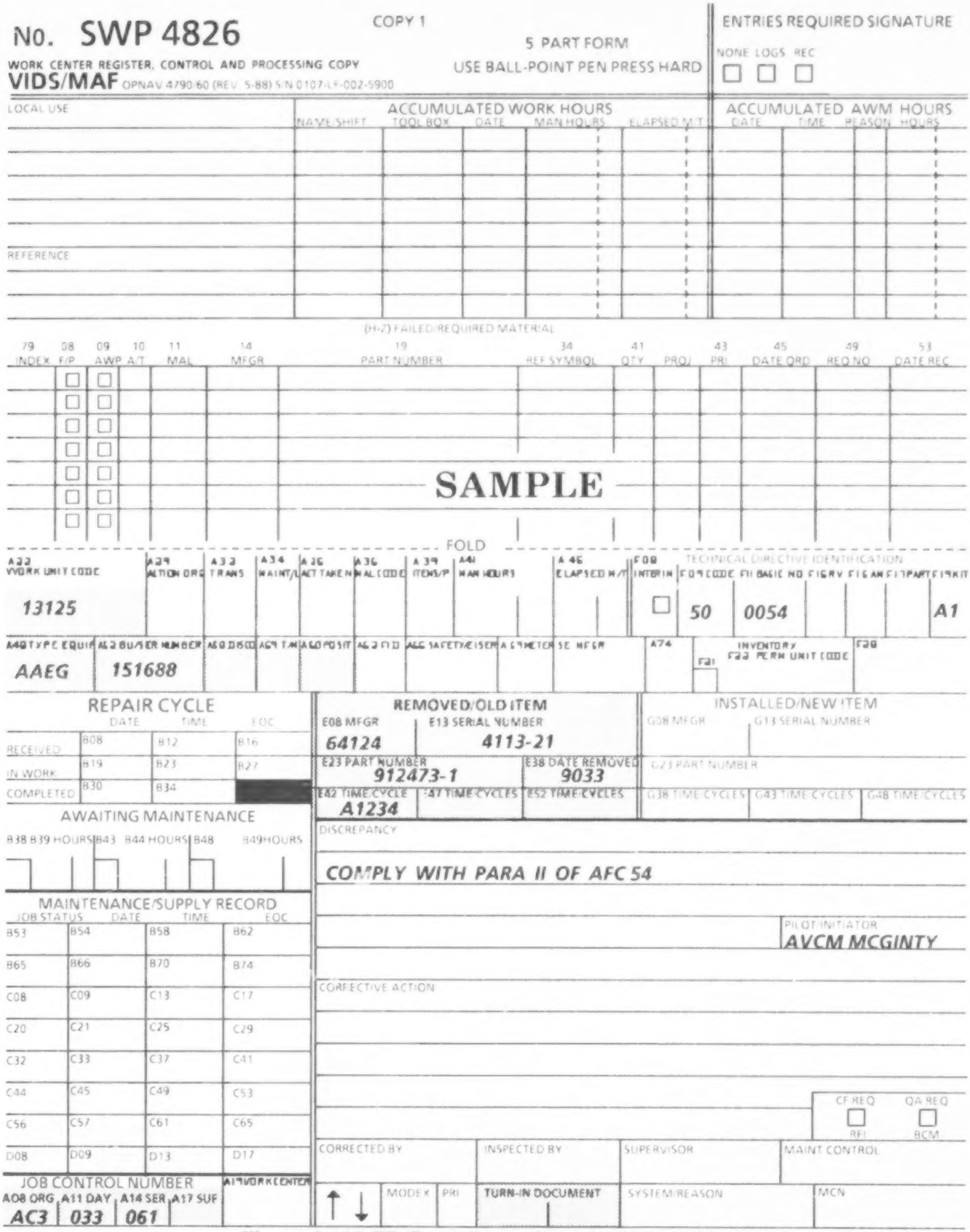
A60 - Position sensitive indicator (if applicable).

E08 through E42 - Removed/old item.

F08 through F19 - Data that identifies the TD (paragraph 9.2.4.16).

A08 through A14 - Assigned JCN.

DISCREPANCY - Narrative description of the discrepancy and initiator.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-7) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F18 AM	F17 PART	F19 KIT
13125									☐	50	0054				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISC	A51 T/M	A50 POSIT	A52 FID	A55 SAFETY/E.I. SER	A56 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151688											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR 64124

E13 SERIAL NUMBER 4113-21

E23 PART NUMBER 912473-1

E38 DATE REMOVED 9033

E42 TIME/CYCLE A1234

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

COMPLY WITH PARA II OF AFC 54

PILOT/INITIATOR AVCM MCGINTY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	033	061		

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-163 TD Compliance Turn-In Document

TD Compliance (IMA Assist) (Figure 9-165)

Figure 9-165 is an example of the VIDS/MAF documented for a TD compliance with the IMA assist. The IMA will complete the VIDS/MAF as an "assist" work center. (*) denotes those data fields completed by the O-level activity.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - Specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Technical directive status code; must be A (Appendix J).

A39 - Items processed; must be zero.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - TEC for the equipment.

A52* - Bureau/serial number.

A60* - Position sensitive indicator (if applicable).

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

E08 through E42* - Data for the removed/old item.

G08 through G48 - Enter the appropriate installed/new item.

F08 through F19* - Data that identifies the TD.

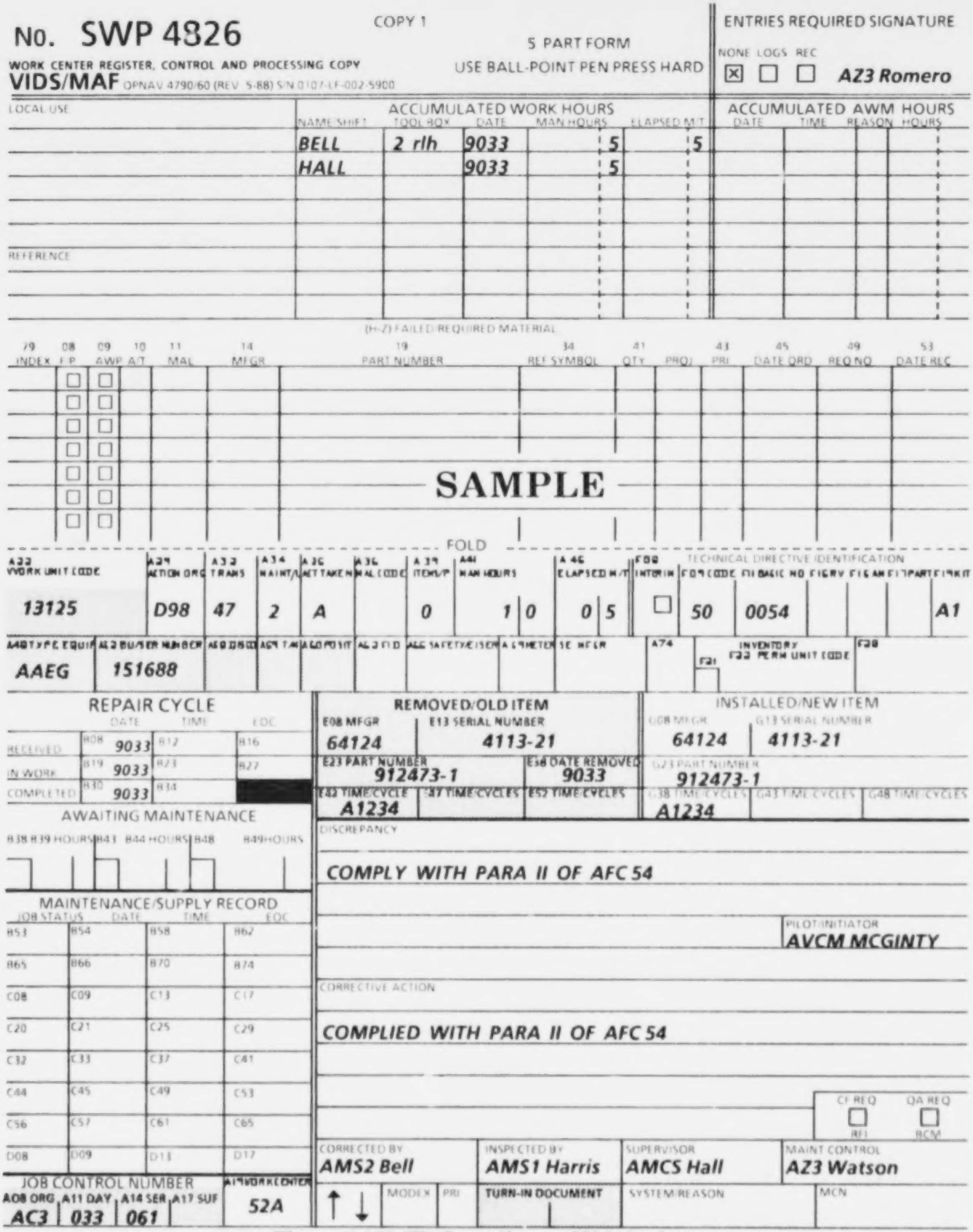
A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826
COPY 1
5 PART FORM
USE BALL-POINT PEN PRESS HARD
WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE
NONE ☒ LOGS ☐ REC ☐ AZ3 Romero

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BELL	2 rlh	9033	5	5
HALL		9033	5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
13125	D98	47	2	A		0	1 0	0 5	☐	50	0054				A1

TECHNICAL DIRECTIVE IDENTIFICATION

A60 TYPE EQUIP	A62 BU/SER NUMBER	A69	A?? TM	A80 POSIT	A82 FID	A?? SAFETY/EI SER	A?? METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151688											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9033	B12	B16
IN WORK	B19 9033	B23	B27
COMPLETED	B30 9033	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
64124	4113-21	
E23 PART NUMBER		E38 DATE REMOVED
912473-1		9033
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
A1234		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
64124	4113-21	
G23 PART NUMBER		
912473-1		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A1234		

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY
COMPLY WITH PARA II OF AFC 54

PILOT/INITIATOR
AVCM MCGINTY

CORRECTIVE ACTION
COMPLIED WITH PARA II OF AFC 54

CF REQ ☐ RFI
QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMS2 Bell	AMS1 Harris	AMCS Hall	AZ3 Watson

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	033	061		52A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-165 TD Compliance (IMA Assist)

Turn-In for TD Compliance (Figure 9-167)

Figure 9-167 is an example of the VIDS/MAF documented for items turned in for TD compliance. If the TD compliance is directly applicable to a component, the removal and replacement of the component and the associated man-hours will be documented on a VIDS/MAF. The O-level activity will then originate a TD compliance VIDS/MAF for the component being forwarded to the IMA. This TD compliance VIDS/MAF will accompany the component to the IMA for documenting the accomplishment of the TD compliance action and processing. If the component is not ordered, the IMA will sign Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as a IOU receipt.

A22 - The 5 or 7-digit WUC for the component/system being processed. Where removed repairable parts do not have a WUC assigned, use the NOC code assigned to the system, subsystem, or component.

A48 - The Y series TEC for the item or the applicable TEC of the end item.

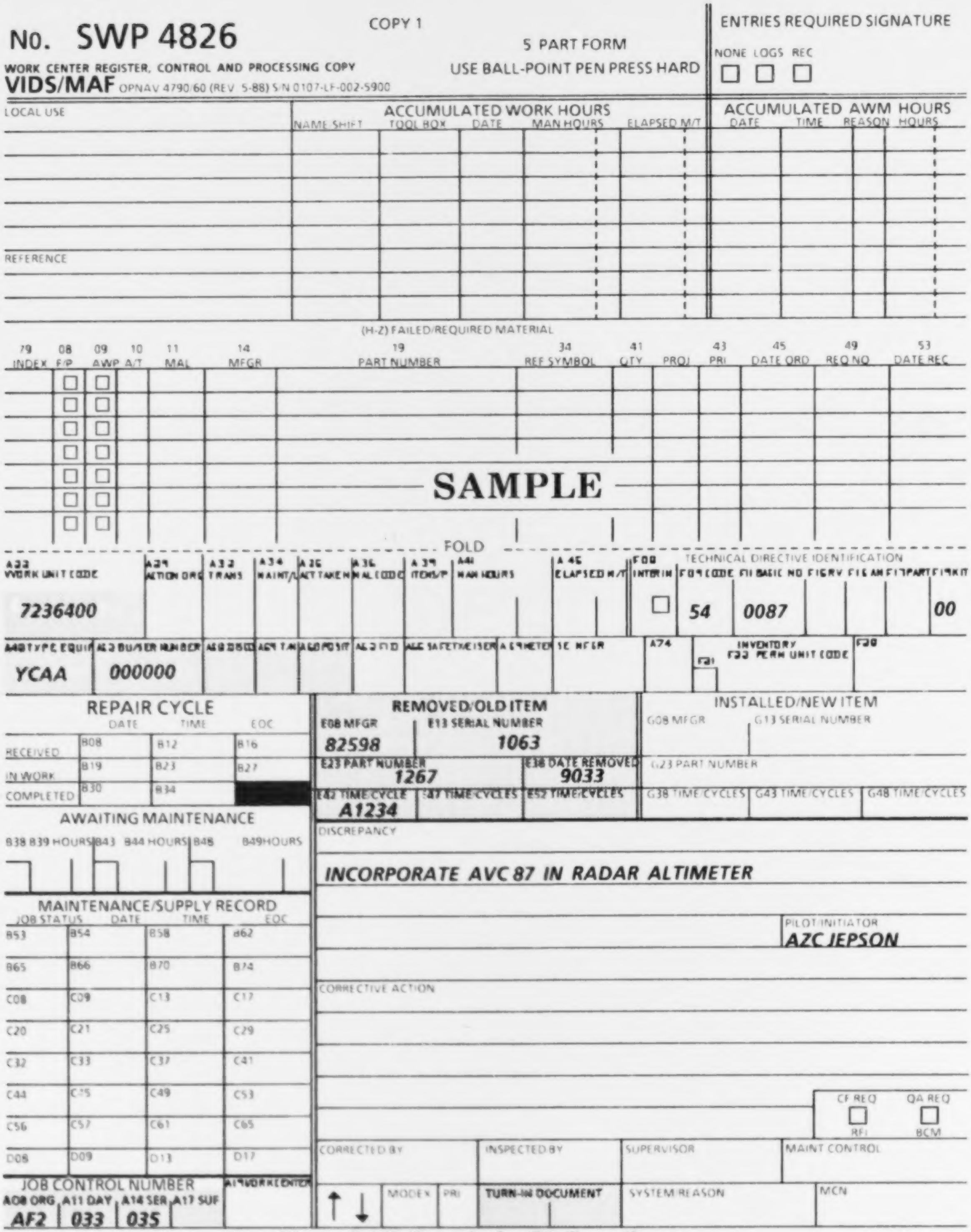
A52 - Bureau/serial number; "000000" for Y series equipment.

E08 through E42 - The appropriate data for the removed/old item. Block E42 the time since overhaul (if available), otherwise, enter time since new (whole hours). If no time or unknown, enter "0000" with an alpha character prefix (Appendix G).

F08 through F19 - Enter the appropriate data that identifies the TD.

A08 through A14 - Enter the assigned JCN.

DISCREPANCY - Enter the narrative description of the discrepancy; identifying the TD and initiator.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
7236400									☐	54	0087				00

A08 TYPE EQUIP	A12 BU/SER NUMBER	A18 DISCD	A27 TM	A28 POSIT	A52 FID	A55 SAFETY/EI SER	A METER	SE MFGR	A74	F31	INVENTORY F32 PERM UNIT CODE	F38
YCAA	000000											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A WORK CENTER
AF2	033	035		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
82598	1063	
E23 PART NUMBER 1267		E38 DATE REMOVED 9033
E42 TIME/CYCLE A1234	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

INCORPORATE AVC 87 IN RADAR ALTIMETER

PILOT/INITIATOR AZC JEPSON

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
↑ ↓ MODEX PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN

Figure 9-167 Turn-In for TD Compliance

IMA TD Compliance (Figure 9-169)

Figure 9-169 is an example of the VIDS/MAF documented when processing an item for TD compliance at the IMA. The IMA will complete the remainder of the TD compliance VIDS/MAF accounting for the items(s) processed in block A39. (*) denotes those data fields completed by the O-level activity.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - Specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate technical directive status code (Appendix J).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

*A48 - Y series TEC for the item or the applicable TEC of the end item.

A52* - Bureau/serial number; "000000" for Y series.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

E08 through E52* - Data for the removed/old item.

F08 through F19* - Data that identifies the TD.

G08 through G48 - Enter the appropriate installed/new item.

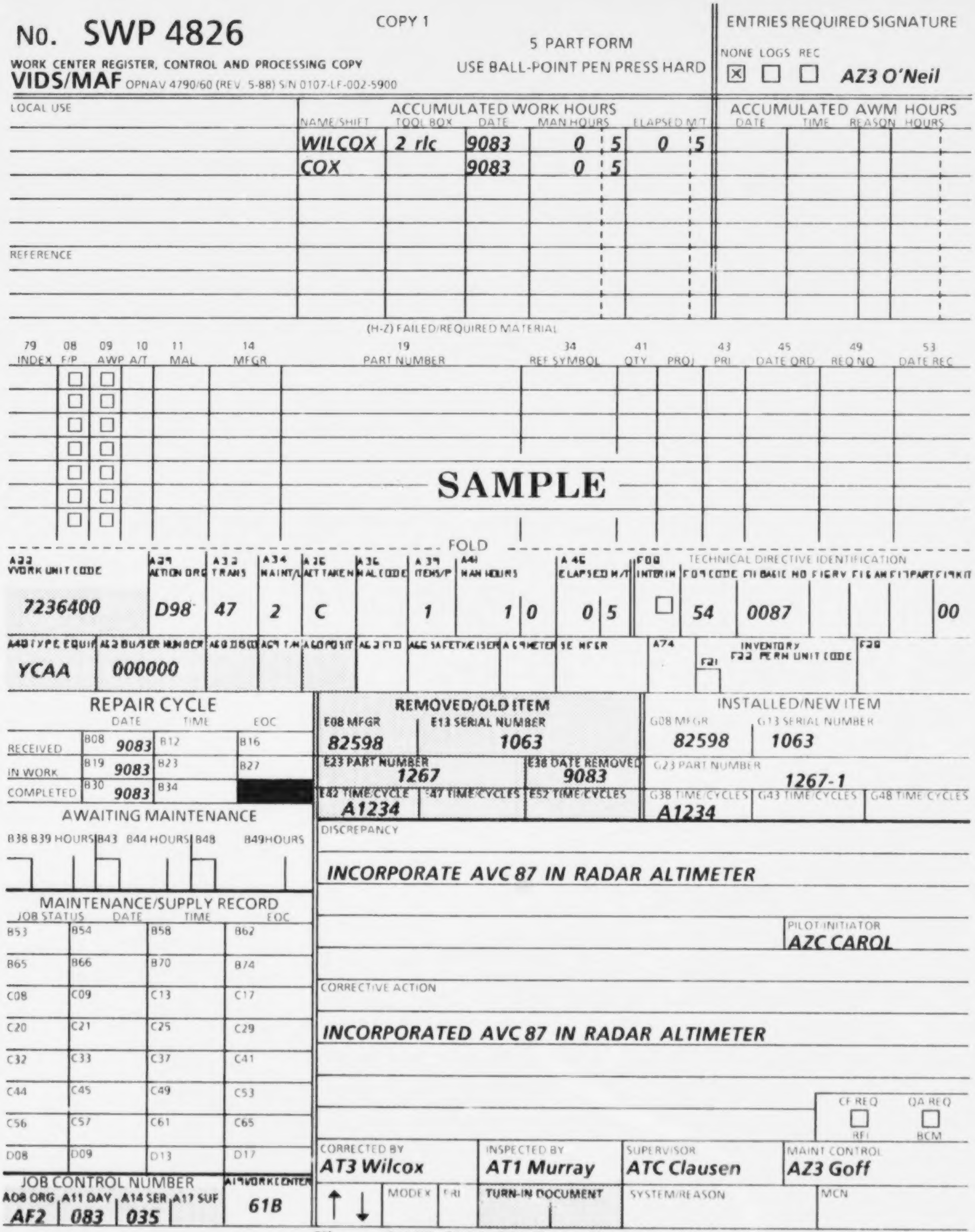
A08 through A14* - Assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - Narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 O'Neil

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WILCOX	2 rlc	9083	0 5	0 5
COX		9083	0 5	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F13 REV	F16 AM	F17 PART	F19 KIT
7236400	D98	47	2	C		1	1 0	0 5	☐	54	0087				00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCOV	A50 W/D	A51 POSIT	A52 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE (INVENTORY)	F28
YCAA	000000											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9083	B12	B16
IN WORK	B19 9083	B23	B27
COMPLETED	B30 9083	B34	

REMOVED/OLD ITEM

E08 MFGR 82598

E13 SERIAL NUMBER 1063

E23 PART NUMBER 1267

E38 DATE REMOVED 9083

E42 TIME/CYCLE A1234

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 82598

G13 SERIAL NUMBER 1063

G23 PART NUMBER 1267-1

G38 TIME/CYCLES A1234

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

INCORPORATE AVC 87 IN RADAR ALTIMETER

PILOT/INITIATOR AZC CAROL

CORRECTIVE ACTION

INCORPORATED AVC 87 IN RADAR ALTIMETER

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 Wilcox	AT1 Murray	ATC Clausen	AZ3 Goff

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF2	083	035		61B

↑ ↓ MODEX FRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-169 IMA TD Compliance

Turn-In from Supply for TD Compliance (Figure 9-171)

Figure 9-171 is an example of the VIDS/MAF documented for an end item turned in from a supply activity for TD compliance. The supply activity, after coordinating through the IMA QA/A, will initiate a TD compliance VIDS/MAF for each item requiring TD compliance. The supply activity will complete the following data groups on the TD compliance VIDS/MAF prior to issuing to production control for scheduling:

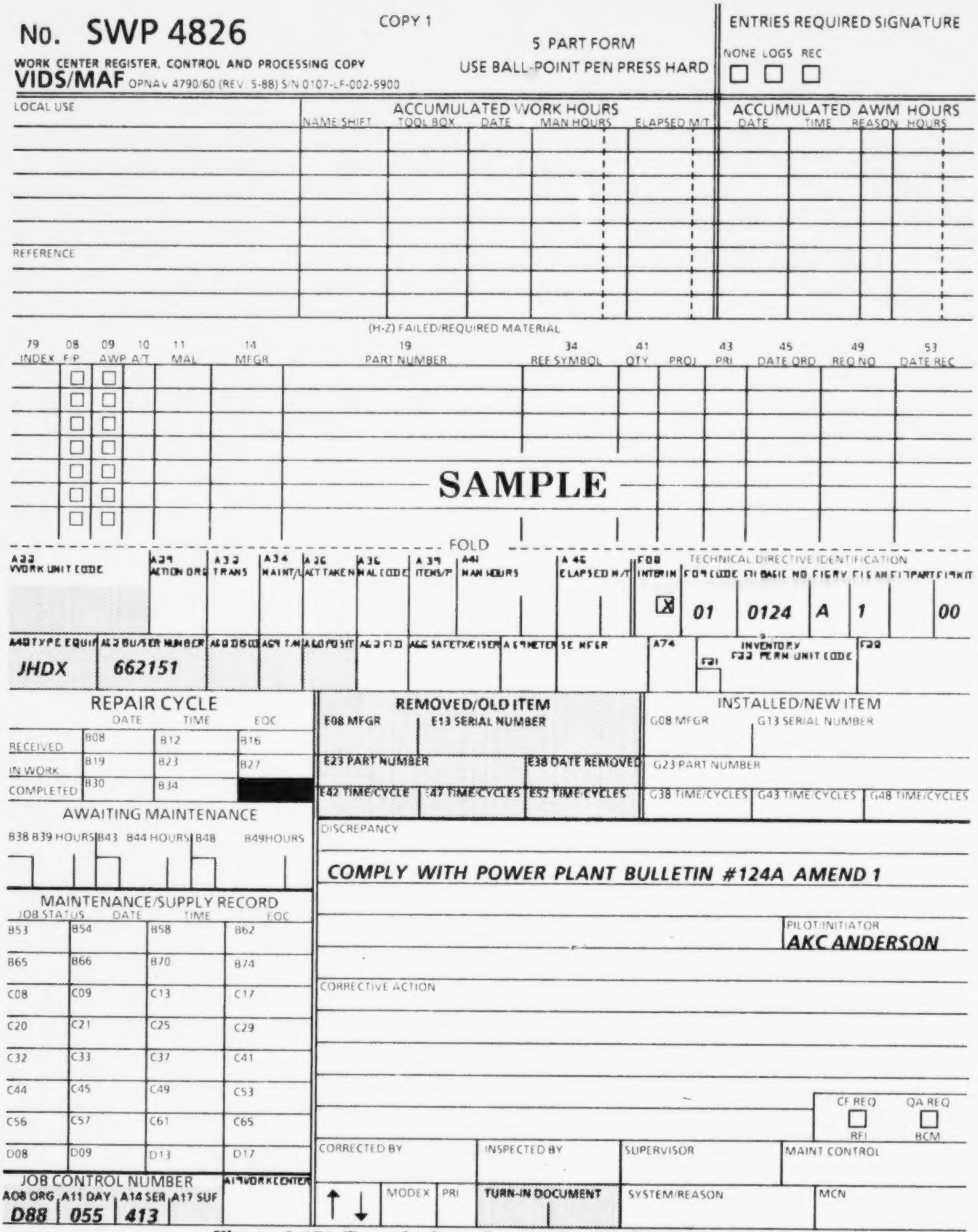
A48 - Enter the TEC for the item being processed.

A52 - Enter the appropriate bureau/serial number.

F08 through F19 - Enter the appropriate data that identifies the TD.

A08 - Enter the assigned supply organization code.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.



No. SWP 4826

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5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
									☒	01	0124	A	1		00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCO	A59 TM	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F29
JHDX	662151											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPLY WITH POWER PLANT BULLETIN #124A AMEND 1

PILOT/INITIATOR AKC ANDERSON

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	055	413		

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-171 Turn-In from Supply for TD Compliance

TD Compliance Removal (Figure 9-173)

Figure 9-173 is an example of the VIDS/MAF documented for a TD compliance removal. TD compliance removals will be documented in the same manner as TD compliance incorporations. (*) denotes those data fields completed by the O-level activity.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22* - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Technical directive status code; must be Q (Appendix J).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.

A45 - Enter the total EMT that applies.

A48* - The Y series TEC for the item or the applicable TEC of the end item.

A52* - Appropriate bureau/serial number; "000000" if Y series component.

B08, B19 & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

B53 through D17 - Make appropriate entries (if applicable).

E08 through E52* - The appropriate data for the removed/old item.

F08 through F19* - The appropriate data that identifies the TD.

G08 through G48 - Enter the appropriate data for the installed/new item.

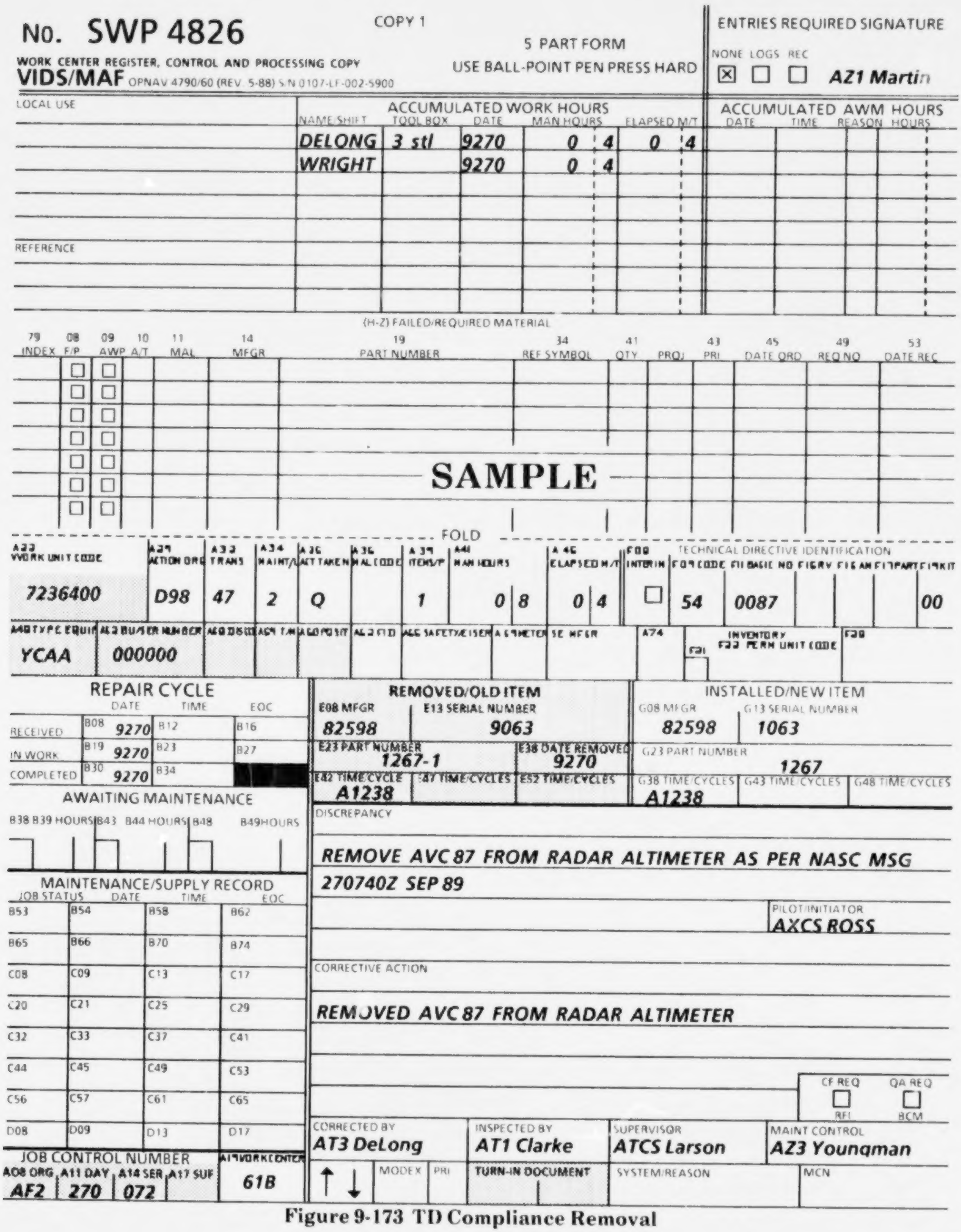
A08 through A14* - The assigned JCN.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY* - The narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 Martin

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DELONG	3 stl	9270	0 4	0 4
WRIGHT		9270	0 4	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
7236400	D98	47	2	Q		1	0 8	0 4	☐	54	0087				00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A51 TM	A53 POSIT	A56 FID	A56 SAFETY/EI SER	A63 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
YCAA	000000											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9270	B12	B16
IN WORK	B19 9270	B23	B27
COMPLETED	B30 9270	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
82598	9063	1267-1	9270	A1238		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
82598	1063	1267	A1238		

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

REMOVE AVC 87 FROM RADAR ALTIMETER AS PER NASC MSG 270740Z SEP 89

PILOT/INITIATOR AXCS ROSS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED AVC 87 FROM RADAR ALTIMETER

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 DeLong	AT1 Clarke	ATCS Larson	AZ3 Youngman

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF2	270	072		61B

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-173 TD Compliance Removal

9.4.4 Recovery and Reclamation of Crash Damaged Aircraft. General procedures and policies for recovery, reclamation, and transfer of crash damaged aircraft are in OPNAVINST 3750.6P (NOTAL), OPNAVINST 5442.2E (NOTAL), and NAVAIRINST 4500.7A (NOTAL).

a. If an aircraft crashes within land area of a naval district in the continental United States (CONUS), and subsequent to request by the reporting custodian to the cognizant functional wing/commanding general, Marine aircraft wing (CGMAW)/commanding general, Marine brigade (CGMARBDE), the nearest naval or Marine Corps air station, facility, or activity designated by the cognizant functional Wing/CGMAW/CGMARBDE is responsible for recovering the damaged aircraft. However, the reporting custodian furnishes officer and enlisted personnel to assist in the recovery, if requested. When a damaged aircraft is suitable for repair or overhaul, and if practicable, it should be inspected at the scene of the accident by a naval aviation depot planner and estimator. Services of a planner and estimator may be requested from the Naval Aviation Depot Operations Center, through the cognizant functional Wing/CGMAW/CGMARBDE, by the reporting custodian or the temporary physical custodian of the aircraft.

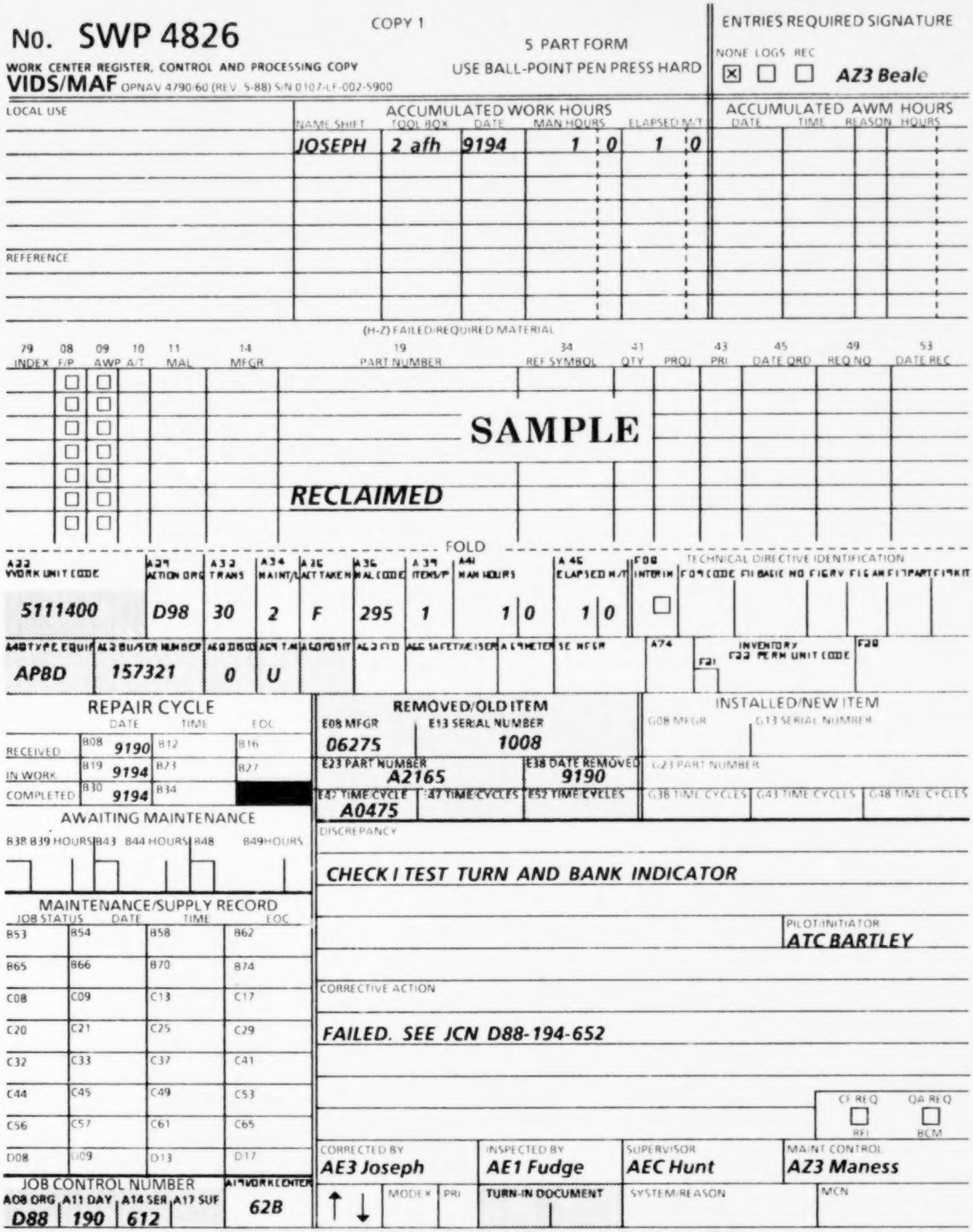
b. If an aircraft crashes outside CONUS, the reporting custodian notifies the cognizant commander, fleet air (COMFAIR)/CGMAW who makes arrangements for disposition and, if necessary, reclamation of the aircraft. The cognizant COMFAIR also designates the station, facility, or unit that is to recover and accept physical custody of the damaged aircraft. The cognizant COMFAIR/CGMAW/CGMARBDE arranges for qualified personnel to determine suitability of the aircraft damaged for overhaul, repair, or other disposition.

9.4.4.1 Disposition and Salvage Procedures for Stricken Aircraft. When a damaged aircraft is determined to be obviously beyond rework, the aircraft shall be reported as a Category 1 strike in accordance with OPNAVINST 5442.2E (NOTAL). In this case, the aircraft may be transferred to the nearest CONUS naval air activity for return to NAVAIR fleet support (FS) custody and final disposition. When it is impractical to return aircraft to NAVAIR FS custody, the reporting custodian shall physically transport the aircraft to the supporting supply activity designated by ACC/TYCOM. The stricken aircraft will be reported to NAVAIR (AIR-412) for processing in accordance with current instructions for the Stricken Aircraft Reclamation and Disposal Program .

9.4.4.2 Supply Department. The supply officer notifies the supporting IMA that the aircraft is available for reclamation and provides the reclaiming activity with the Master Salvage List (MSL). No one, other than the IMA reclamation team, is allowed access to stricken aircraft. Disposition of components obtained from reclamation is performed by initiation of a VIDS/MAF work request and induction of the defective component to the IMA. Copy 2 is retained in the CCS suspense file. This VIDS/MAF is annotated with the word "reclaimed" (Figure 9-175). Under no circumstances is Copy 2 of the VIDS/MAF submitted to data services for processing. When reclaimed components are returned from the IMA RFI, they are put in stock as a gain by inventory. If nonRFI, they are shipped to a designated overhaul point.

9.4.4.3 Intermediate Maintenance Activity. When notified by supply department that a stricken aircraft is available for reclamation, the IMA assembles a team and reclaims all potential repairable components in addition to those listed in the current MSL, as provided by the supporting supply officer. In addition, some usable consumable items may also be reclaimed. All components not reclaimable are destroyed to the point where they will not be accepted by the supply department for an exchange item. All salvaged components will be turned over to the supply department immediately, whether or not they are included on the MSL. Man-hours expended for removal of components from stricken aircraft are documented on a SAF, using Support Action Code 050 and Type Maintenance Code U. Actual repair of the component is documented on a VIDS/MAF.

9.4.4.4 Requests for stricken aircraft/components/assemblies will be directed to the commanding officer of the salvaging activity, marked attention: Supply Officer.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Beale

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JOSEPH	2 afh	9194	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											
	☐	☐				RECLAIMED							
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
5111400	D98	30	2	F	295	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 DISCD	A61 T/M	A62 POSIT	A63 FID	A66 SAFETY/E/SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	157321	0	U							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9190	B12	B16
IN WORK	B19 9194	B23	B27
COMPLETED	B30 9194	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
06275	1008	
E23 PART NUMBER A2165		E38 DATE REMOVED 9190
E42 TIME CYCLE A0475	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME CYCLES	G43 TIME CYCLES	G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

CHECK I TEST TURN AND BANK INDICATOR

PILOT/INITIATOR ATC BARTLEY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

FAILED. SEE JCN D88-194-652

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE3 Joseph	AE1 Fudge	AEC Hunt	AZ3 Maness

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	190	612		62B

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-175 VIDS/MAF Work Request (Reclamation)

9.4.5 Troubleshooting. When it is necessary to separate troubleshooting man-hours from repair man-hours, the troubleshooting man-hours are accounted for on the VIDS/MAF that was used to accumulate them. The existing VIDS/MAF is closed out by completing the maintenance action on the completed line as of the date and time the troubleshooting phase ends. Transaction Code 11, Action Taken Code Y, and 1 item processed will be used. Any accumulated AWM, man-hours, and EMT will be totaled and documented in the proper data blocks. Documentation of failed/required material and removed or installed items is not required on the VIDS/MAF closed out for troubleshooting. Documentation of a maintenance action that has been closed out for troubleshooting is continued by generating a new VIDS/MAF. On the reinitiated VIDS/MAF, data blocks not discussed in the following two paragraphs should be left open to collect the information that becomes available as the repair phase of maintenance action progresses.

9.4.5.1 Data Transfer. The information in the following data blocks of the original VIDS/MAF is transferred to the reinitiated VIDS/MAF:

a. Block A19 - Work center code.

b. Block A22 - Work unit code.

c. Block A29 - Action organization.

d. Block A34 - Maintenance level.

e. Block A36 - MAL code.

f. Block A48 - TEC.

g. Block A52 - Bureau/serial number.

h. Block A58 - When discovered code.

i. Block A59 - Type maintenance code.

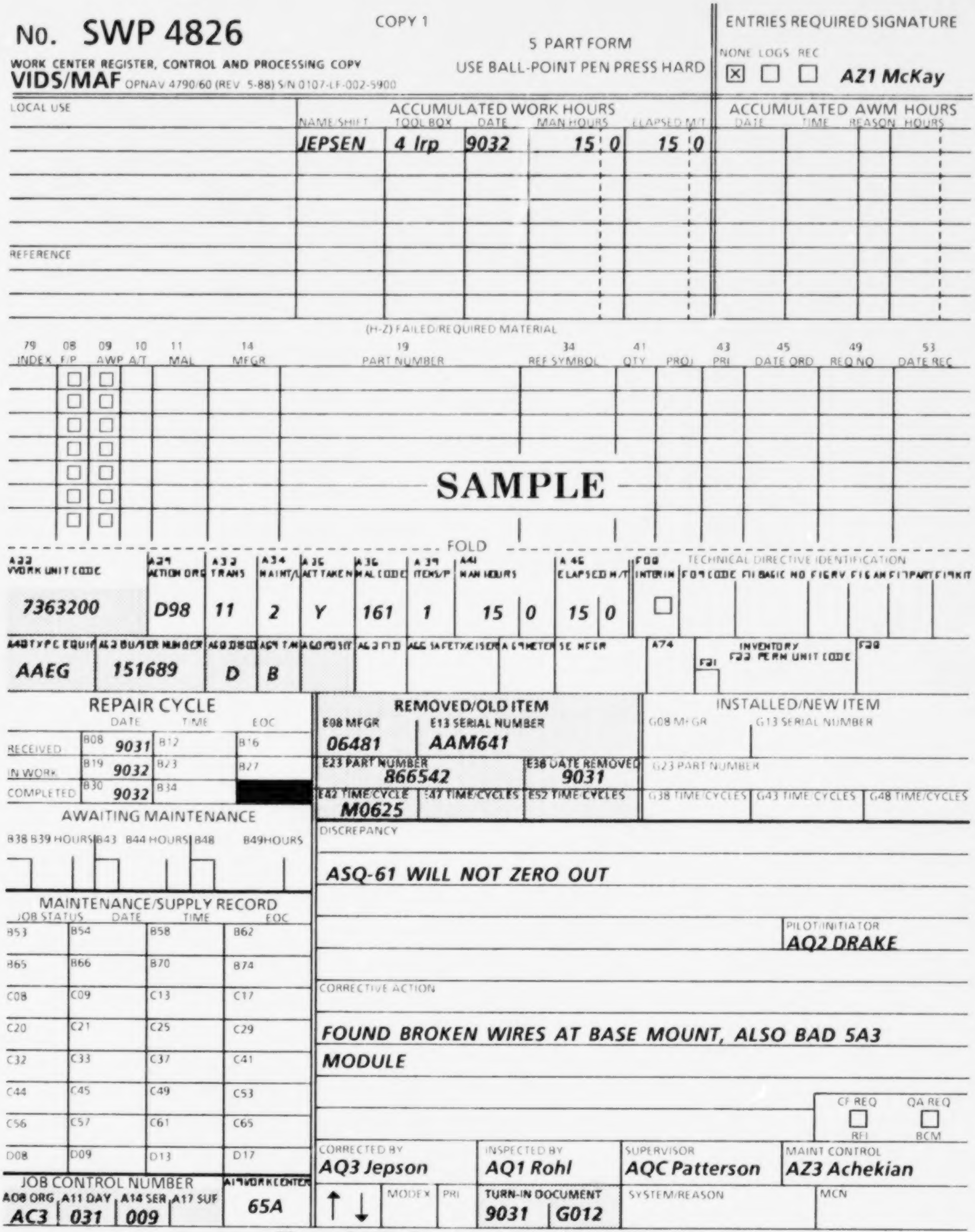
j. Block A60 - POSIT; if applicable.

k. Block A65 - Safety/EI serial number, if applicable.

l. Blocks A08 through A17 - JCN.

m. Discrepancy.

9.4.5.2 Received Line. Enter the same date that was documented on the completed line of the original VIDS/MAF. Leave the in-work line, completed line, and maintenance/supply record section open to document the situations that occur as the maintenance action progresses. Figures 9-177 and 9-179 illustrate the documentation of a maintenance action closed out and reinitiated for troubleshooting.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ1 McKay

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JEPSEN	4 lrp	9032	15 0	15 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
7363200	D98	11	2	Y	161	1	15 0	15 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCD	A50 T/M	A51 POSIT	A52 FID	A55 SAFETY/EI SER	A57 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151689	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9031	B12	B16
IN WORK	B19 9032	B23	B27
COMPLETED	B30 9032	B34	

REMOVED/OLD ITEM

E08 MFGR 06481

E13 SERIAL NUMBER AAM641

E23 PART NUMBER 866542

E38 DATE REMOVED 9031

E42 TIME/CYCLE M0625

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR AQ2 DRAKE

CORRECTIVE ACTION

FOUND BROKEN WIRES AT BASE MOUNT, ALSO BAD 5A3 MODULE

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AQ3 Jepson	AQ1 Rohl	AQC Patterson	AZ3 Achekian

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	031	009		65A

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9031 G012

SYSTEM/REASON

MCN

Figure 9-177 Close Out (Troubleshooting)

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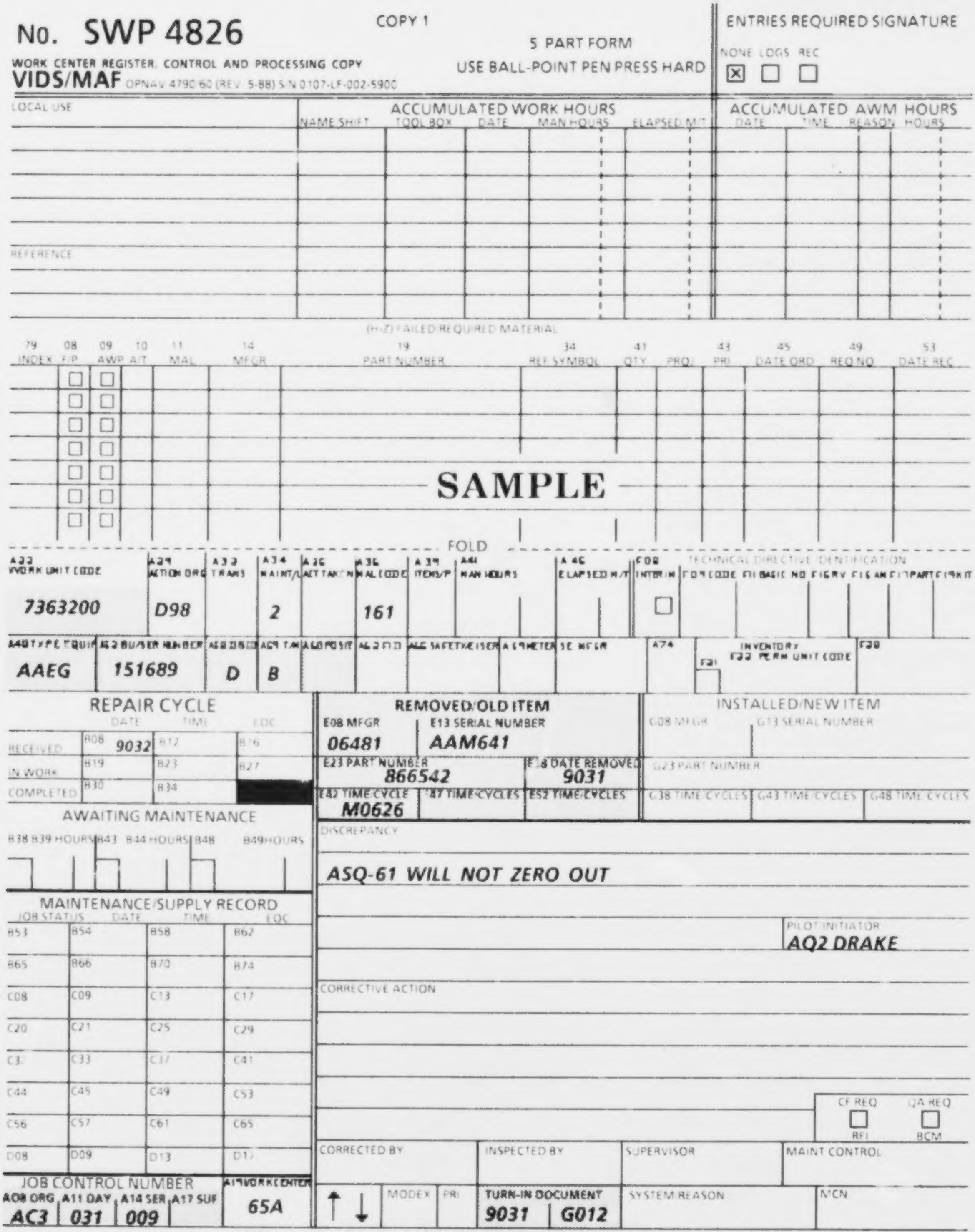


No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
7363200	D98		2		161				☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 TM	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAEG	151689	D	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9032	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
06481	AAM641	
E23 PART NUMBER 866542		E18 DATE REMOVED 9031
E42 TIME/CYCLE M0626	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

ASQ-61 WILL NOT ZERO OUT

PILOT/INITIATOR AQ2 DRAKE

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	031	009		65A

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT 9031 G012

SYSTEM REASON

MCN

Figure 9-179 Reinitiated After Troubleshooting

9.5 I-Level Engine, Auxiliary Power Unit (APU), and Support Equipment Gas Turbine Engine (SEGTE) Maintenance Documentation Procedures

9.5.1 General Information. Documentation procedures are broken down into two parts. Pages 9-180 through 9-237 are for conventional engines and pages 9-238 through 9-297 are for modular engines. Documentation procedures, whether an aircraft engine, APU, or SEGTE are the same with the following exceptions:

a. Block 14 (H-Z) Manufacturer's Code. When identifing an APU or SEGTE always enter numeric 1 for engine position; for example, PHAB1.

b. Block E08 and G08. When identifing an APU or SEGTE always enter numeric 1 for engine position; for example, PHAB1.

c. Block E42 and G38. When documenting APU or SEGTE enter the engine hour meter or start counter reading, as appropriate.

9.5.2 Engine Repair

a. Control Document - The turn-in document will be retained as a control document until the repair is complete.

b. All man-hours and EMT expended in accomplishing the repair will be documented on the VIDS/MAFs.

c. The same JCN will be used for repair actions requiring the removal and replacement of consumable components and fix-in-place discrepancies.

d. Suffix JCNs will be used for repair actions requiring the removal and replacement of repairable components.

O-Level Turn-In Control Document for Engine Repair (Figure 9-181)

Figure 9-181 is an example of VIDS/MAF turn-in control document for engine repair initiated by the O-level. The following items will be filled in at the O-level:

A22 - Enter the specific WUC for the engine.

A36 - Malfunction description code; conditional malfunction description code if applicable, otherwise leave blank.

A48 - Enter the TEC for the engine.

A52 - Enter the propulsion system serial number (PSSN).

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

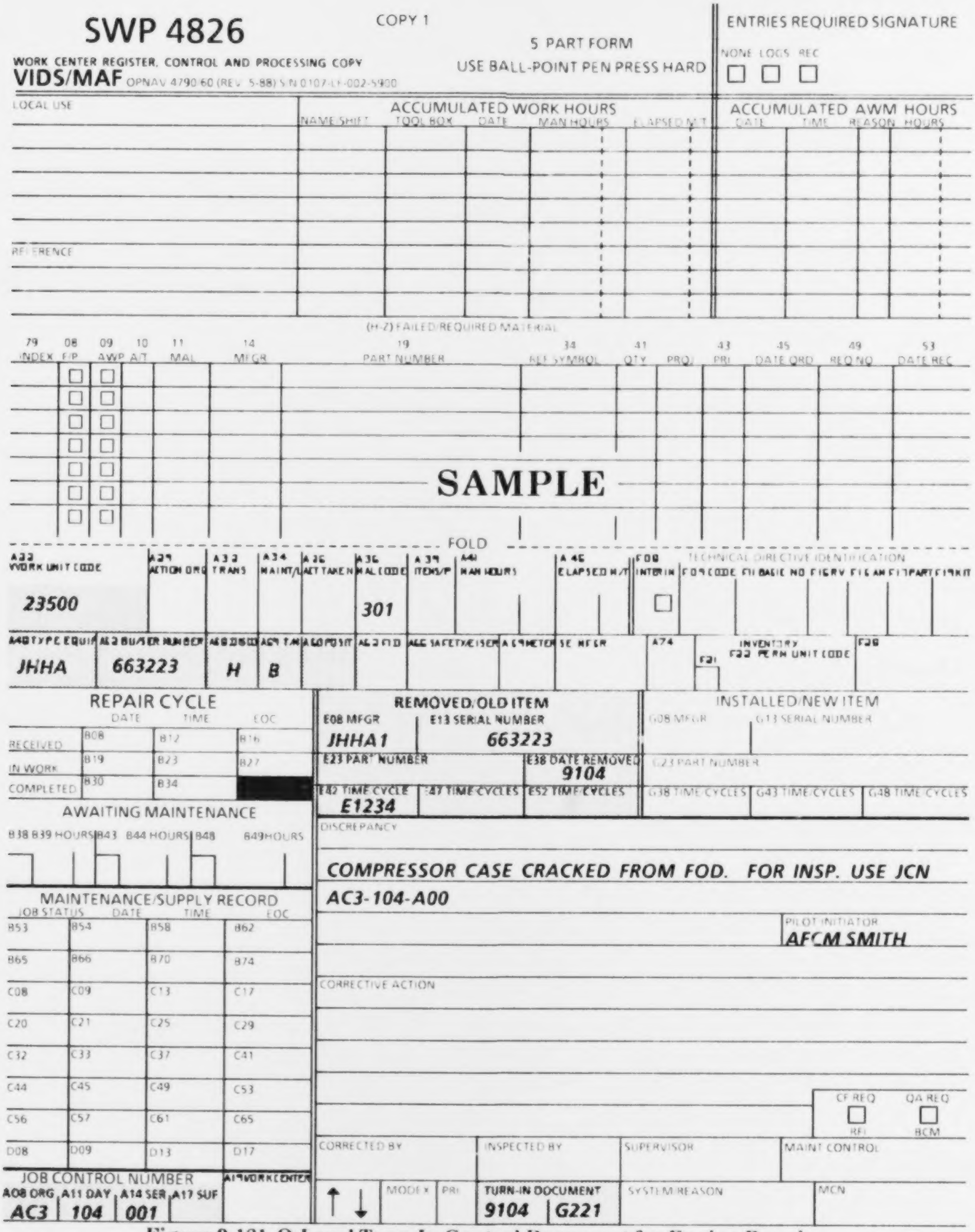
A60 - Enter the PSI if applicable.

E08 through E42 - Reflects the PSSN as a removed component. Block E23 will be left blank.

A08 through A14 - Enter the JCN from the removal/replacement VIDS/MAF.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator. Provide inspection JCN for IMA use.

TURN-IN DOCUMENT - Enter the data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/replacement VIDS/MAF.



SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
23500					301				☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISCO	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EISER	A59 METER	SE MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F28
JHHA	663223	H	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR JHHA1

E13 SERIAL NUMBER 663223

E23 PART NUMBER

E38 DATE REMOVED 9104

E42 TIME CYCLE E1234

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPRESSOR CASE CRACKED FROM FOD. FOR INSP. USE JCN AC3-104-A00

PILOT INITIATOR AFCM SMITH

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001		

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT 9104 G221

SYSTEM REASON

MCN

Figure 9-181 O-Level Turn-In Control Document for Engine Repair

Fix-In-Place (Material Not Required) (Figure 9-183)

Figure 9-183 is an example of a supporting VIDS/MAF for a fix-in-place repair action not requiring material.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC for the item being repaired.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; enter 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours required to complete the job.

A45 - Enter the total EMT that applies to the action taken.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

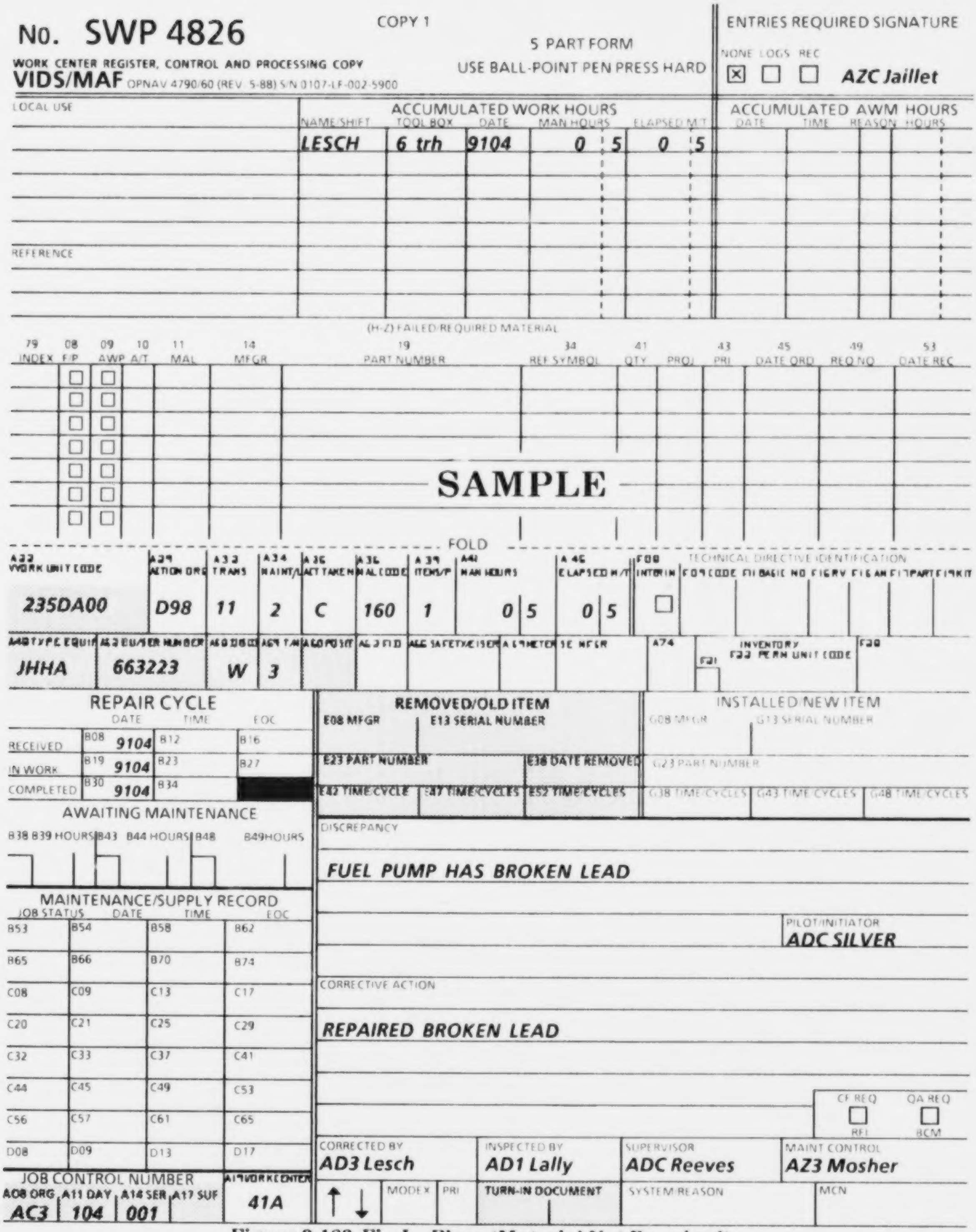
A08 through A14 - Same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZC Jaillet

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
LESCH	6 trh	9104	0.5	0.5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
235DA00	D98	11	2	C	160	1	0.5	0.5	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A64 SAFETY/EI SER	A68 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
JHHA	663223	W	3									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9104	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001		41A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

FUEL PUMP HAS BROKEN LEAD

PILOT/INITIATOR ADC SILVER

CORRECTIVE ACTION

REPAIRED BROKEN LEAD

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Lesch	AD1 Lally	ADC Reeves	AZ3 Mosher

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-183 Fix-In-Place (Material Not Required)

Fix-In-Place (Material Required) (Figure 9-185)

Figure 9-185 is an example of a supporting VIDS/MAF for a fix-in-place repair action requiring material.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed parts, identify parts that caused AWP during repair, and/or record supply requisitions.

A22 - Enter the specific WUC for the item being repaired.

A29 - Enter the appropriate I-level organization code.

A32 - Enter 12 when material is being indexed in block 79 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours required to complete the job.

A45 - Enter the total EMT that applies to the action taken.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

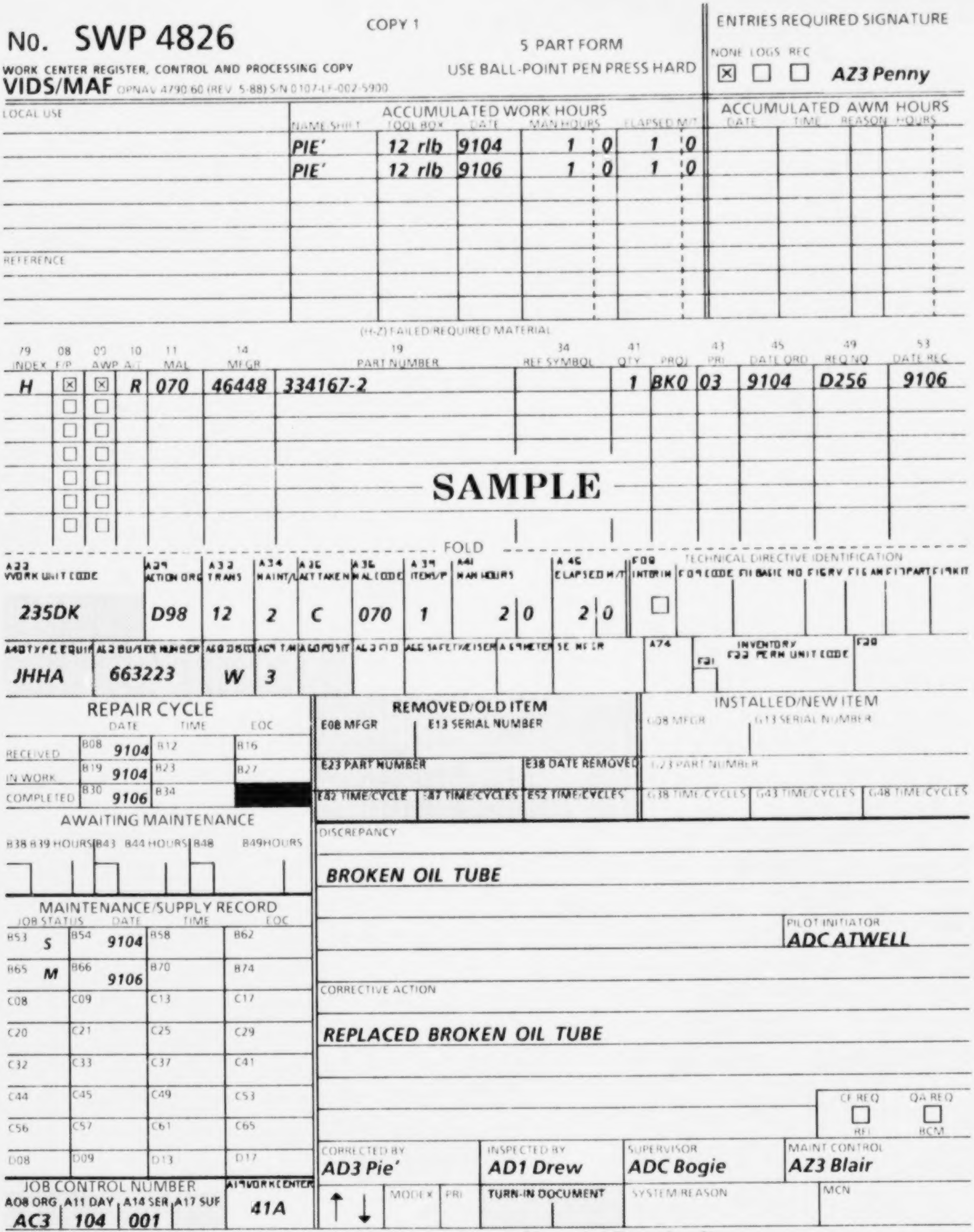
A08 through A14 - Same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Penny

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
PIE'	12 rlb	9104	1 0	1 0
PIE'	12 rlb	9106	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	R	070	46448	334167-2		1	BK0	03	9104	D256	9106
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
235DK	D98	12	2	C	070	1	2 0	2 0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F18 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISC	A57 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F20
JHHA	663223	W	3									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9106	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9104	B58	B62
B65 M	B66 9106	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001		41A

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

BROKEN OIL TUBE

PILOT/INITIATOR ADC ATWELL

CORRECTIVE ACTION

REPLACED BROKEN OIL TUBE

CF REQ ☐ REI

QA REQ ☐ RCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Pie'	AD1 Drew	ADC Bogie	AZ3 Blair

↑ ↓ MODEX | PRI | TURN-IN DOCUMENT | SYSTEM REASON | MCN

Figure 9-185 Fix-In-Place (Material Required)

Removal/Replacement of a Repairable With No Repairable Sub-subassemblies (Figure 9-187)

Figure 9-187 is an example of a supporting VIDS/MAF for a removal and replacement of a repairable with no repairable sub-subassemblies.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Record supply requisitions.

A22 - Enter the specific WUC for the item being removed/replaced.

A29 - Enter the organization code for the I-level activity expending the man-hours.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours required to accomplish the maintenance action.

A45 - Enter the total EMT that applies to the maintenance action.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, actual work started, and work completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

A08 through A14 - Enter the same JCN as on the control document.

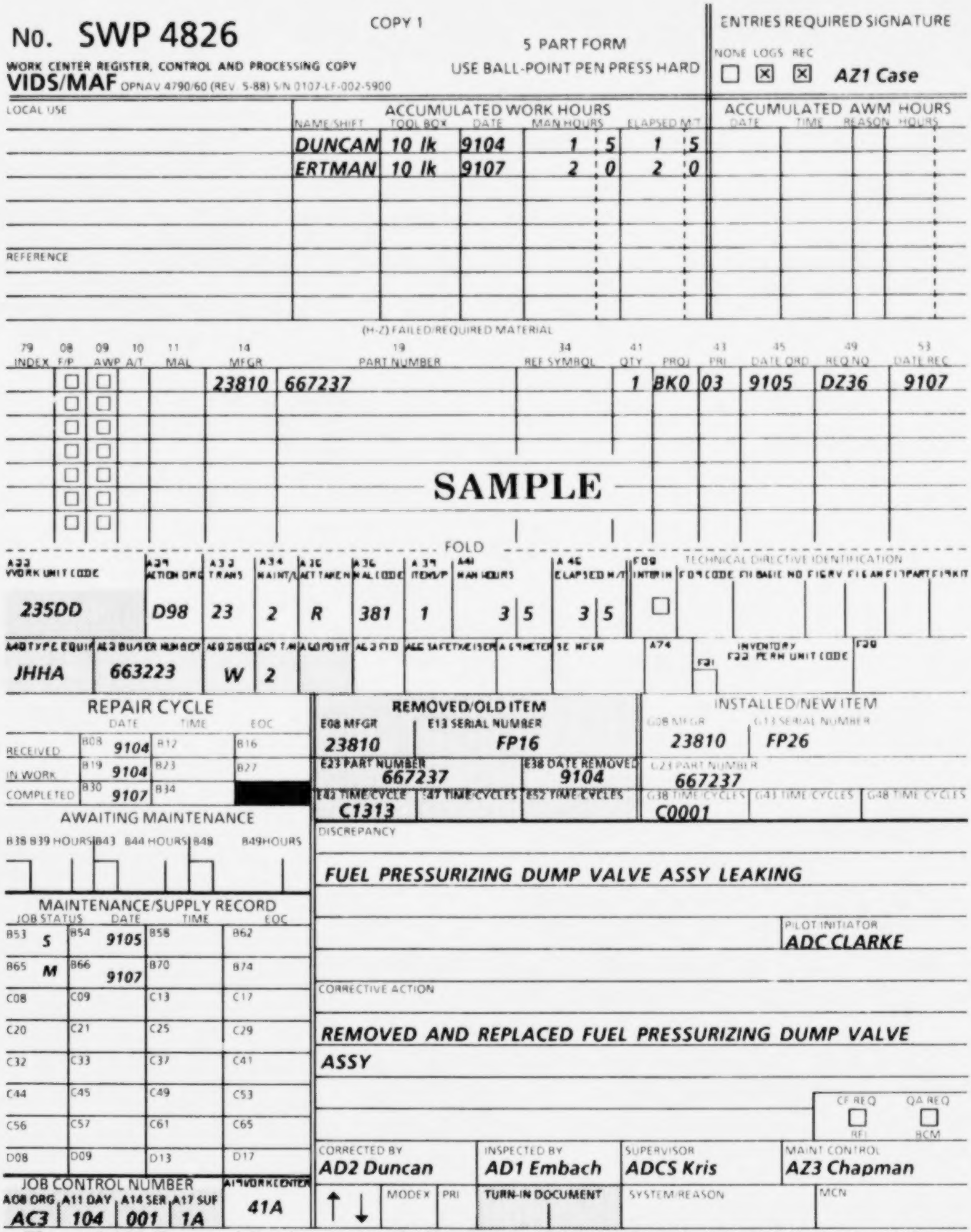
A17 - Enter a suffix beginning with 1A for the first supporting VIDS/MAF and continuing with 1B, 1C, etc., as described in Chapter 2.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Case

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DUNCAN	10 lk	9104	1 5	1 5
ERTMAN	10 lk	9107	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			23810	667237		1	BK0	03	9105	DZ36	9107
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A23 WORK UNIT CODE	A28 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
235DD	D98	23	2	R	381	1	3 5	3 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POS/INIT	A62 FID	A66 SAFETY/E-SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	W	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9107	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9105	B58	B62
B65 M	B66 9107	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001	1A	41A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
23810	FP16

E23 PART NUMBER	E38 DATE REMOVED
667237	9104

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
C1313		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
23810	FP26

G23 PART NUMBER 667237

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0001		

DISCREPANCY

FUEL PRESSURIZING DUMP VALVE ASSY LEAKING

PILOT/INITIATOR ADC CLARKE

CORRECTIVE ACTION

REMOVED AND REPLACED FUEL PRESSURIZING DUMP VALVE ASSY

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Duncan	AD1 Embach	ADCS Kris	AZ3 Chapman

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-187 Removal/Replacement of a Repairable With No Repairable Sub-subassemblies

Removal/Replacement of a Repairable Component With Repairable Sub subassemblies (Figure 9-189)

Figure 9-189 is an example of a supporting VIDS/MAF for a removal and replacement of a repairable with repairable sub-subassemblies.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Record supply requisitions.

A22 - Enter the appropriate WUC for the item being removed/replaced.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

A08 through A14 - Enter the same JCN as on the control document.

A17 - Enter a suffix beginning with A for the first supporting VIDS/MAF and continuing with B, C, etc., as described in Chapter 2.

A19 - Enter the appropriate work center code. (Appendix D).

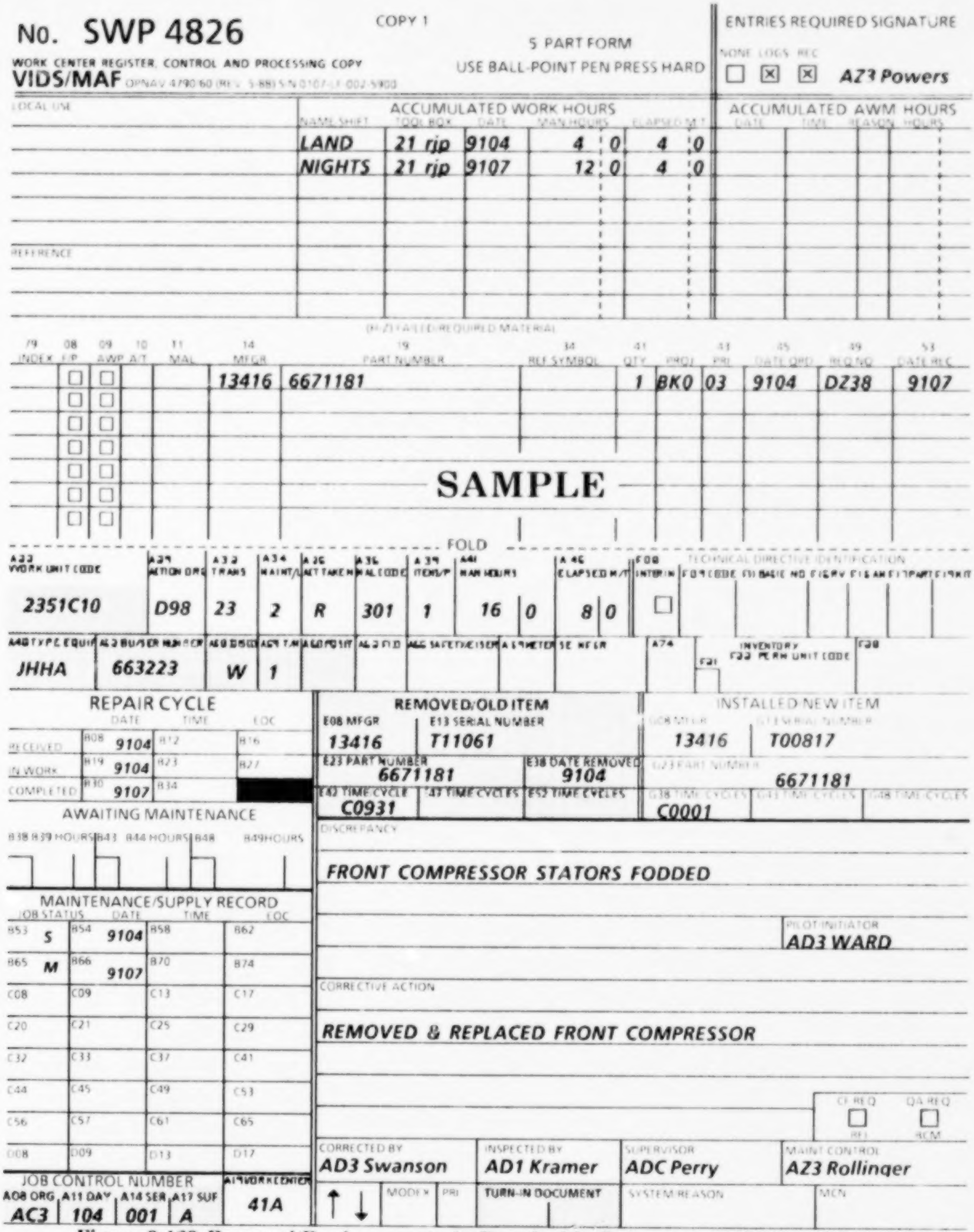
E08 through E52 - Enter the appropriate data for the removed/old item.

G08 through G48 - Enter the appropriate data for the installed/new item.

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Powers

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
LAND	21 rjp	9104	4	0	4	0
NIGHTS	21 rjp	9107	12	0	4	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			13416	6671181		1	BK0	03	9104	DZ38	9107
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM
2351C10	D98	23	2	R	301	1	16	0	8	0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F18 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/E.I. SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	W	1									

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9107	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

REMOVED/OLD ITEM

E08 MFGR: 13416
E13 SERIAL NUMBER: T11061
E23 PART NUMBER: 6671181
E38 DATE REMOVED: 9104
E42 TIME CYCLE: C0931
E47 TIME CYCLES:
E52 TIME CYCLES:

INSTALLED/NEW ITEM

G08 MFGR: 13416
G13 SERIAL NUMBER: T00817
G23 PART NUMBER: 6671181
G38 TIME CYCLES: C0001
G43 TIME CYCLES:
G48 TIME CYCLES:

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53 S	B54 9104	B58	B62
B65 M	B66 9107	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FRONT COMPRESSOR STATORS FODDED

PILOT/INITIATOR: AD3 WARD

CORRECTIVE ACTION

REMOVED & REPLACED FRONT COMPRESSOR

CF REQ ☐ REI QA REQ ☐ RCM

CORRECTED BY: AD3 Swanson
INSPECTED BY: AD1 Kramer
SUPERVISOR: ADC Perry
MAINT CONTROL: AZ3 Rollinger

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001	A	41A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM REASON MCN

Figure 9-189 Removal/Replacement of a Repairable Component With Repairable Sub-subassemblies

Facilitate Other Maintenance (Figure 9-191)

Figure 9-191 is an example of a supporting VIDS/MAF to facilitate other maintenance.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the appropriate WUC.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34* - Maintenance level; must be 2.

A35 - Action taken code; must be S (Appendix E).

A36 - Malfunction description code; must be 800 (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be O (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

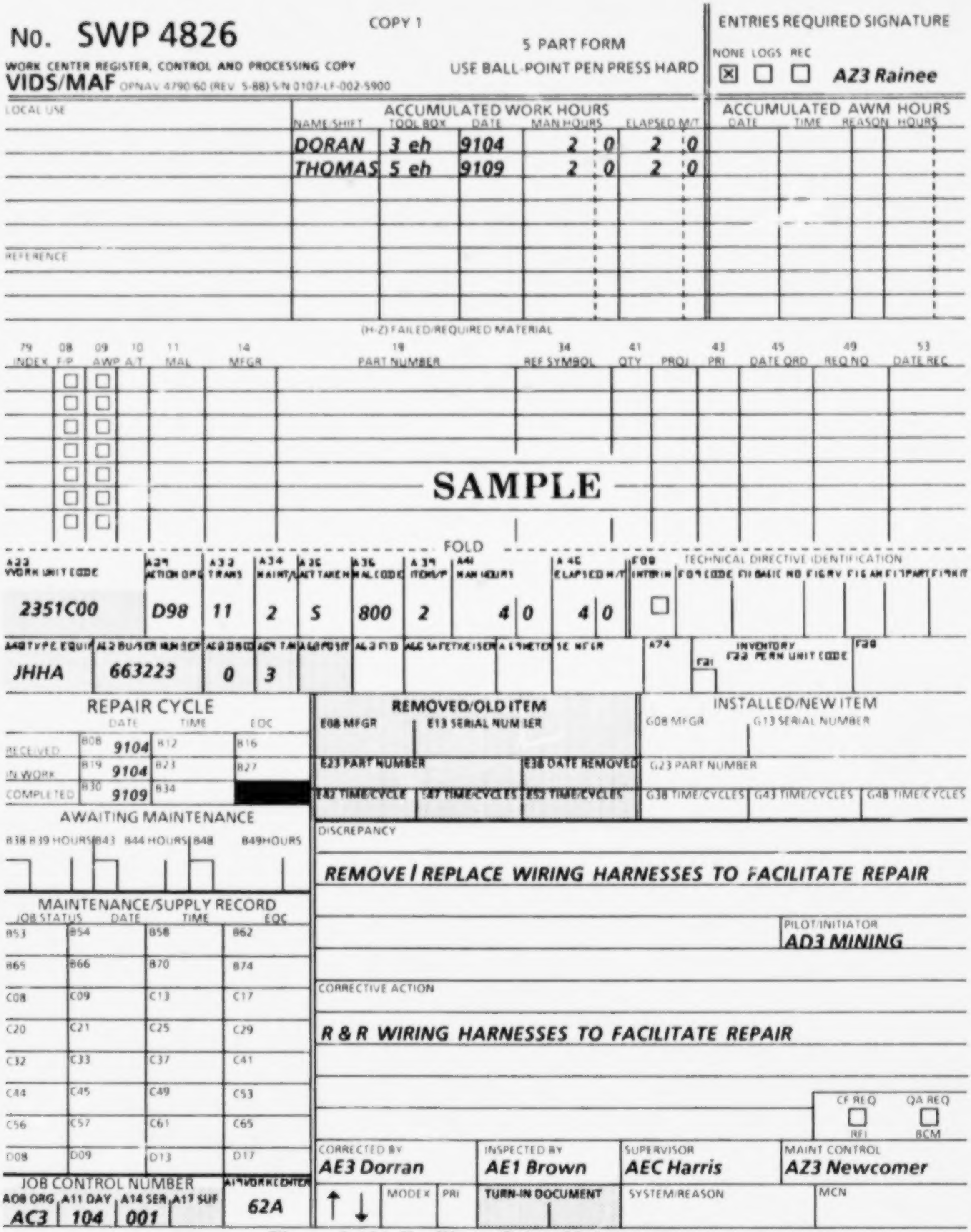
A08 through A14 - Enter the same JCN data as on the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and dates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Rainee

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DORAN	3 eh	9104	2 0	2 0
THOMAS	5 eh	9109	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION
2351C00	D98	11	2	S	800	2	4 0	4 0	☐	

A08 TYPE EQUIP	A52 BU/SER NUMBER								A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	0	3									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9109	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001		62A

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER | E23 PART NUMBER | E38 DATE REMOVED | E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER | G23 PART NUMBER | G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

REMOVE / REPLACE WIRING HARNESSES TO FACILITATE REPAIR

PILOT/INITIATOR AD3 MINING

CORRECTIVE ACTION

R & R WIRING HARNESSES TO FACILITATE REPAIR

CF REQ ☐ RFI   QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE3 Dorran	AE1 Brown	AEC Harris	AZ3 Newcomer

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-191 Facilitate Other Maintenance

Engine Repair Control Document (Completed VIDS/MAF) (Figure 9-193)

Figure 9-193 is an example of a completed VIDS/MAF for an engine repair control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job that has not been previously documented on supporting documents.

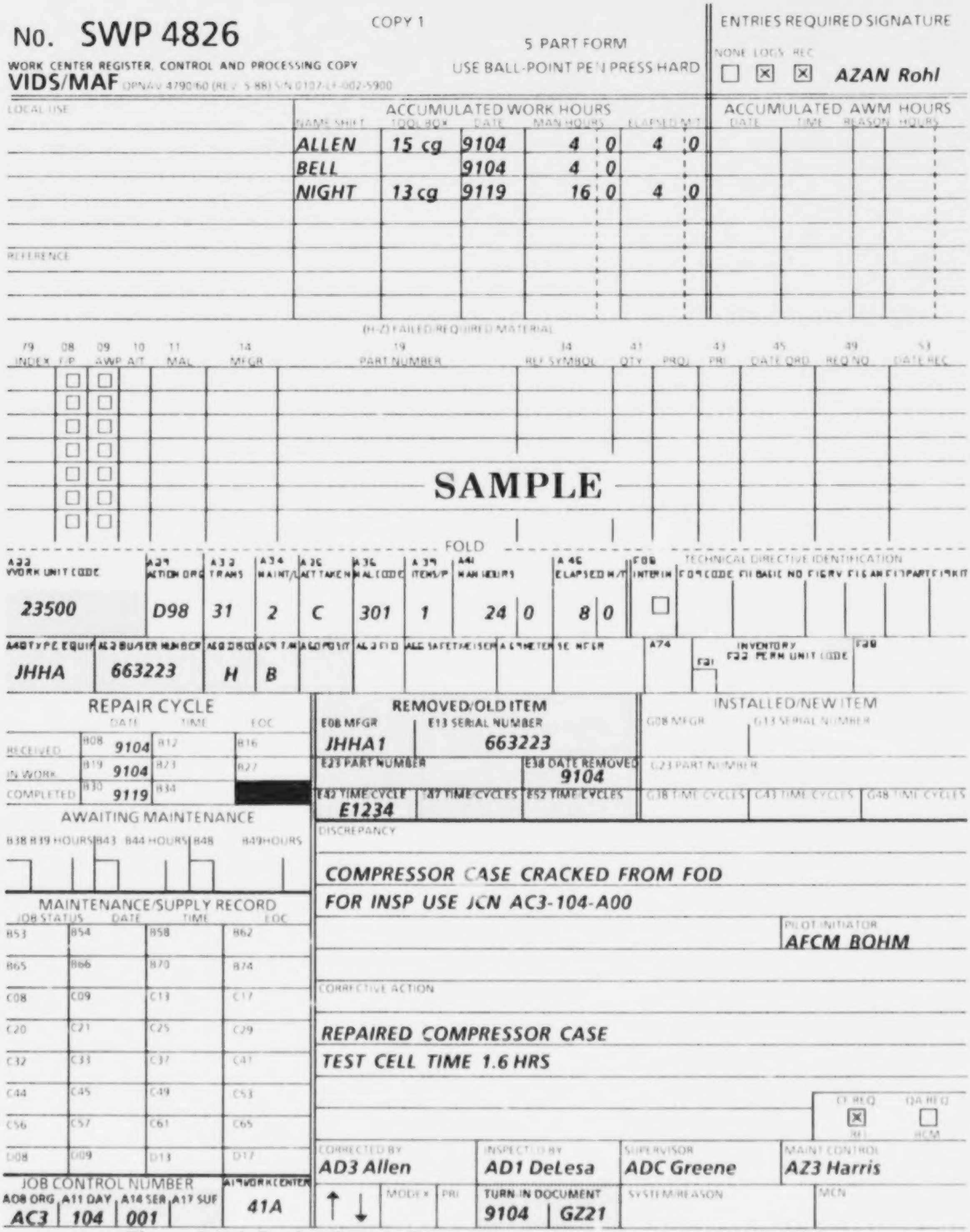
A45 - Enter the total EMT that applies.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter narrative description of corrective action taken and indicate if RFI or BCM. This section may also be used to report test cell run time.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZAN Rohl

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
ALLEN	15 cg	9104	4 0	4 0
BELL		9104	4 0	
NIGHT	13 cg	9119	16 0	4 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
23500	D98	31	2	C	301	1	24 0	8 0	☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCO	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A65 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	H	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9119	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001		41A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
JHHA1	663223	
E23 PART NUMBER		E38 DATE REMOVED 9104
E42 TIME/CYCLE E1234	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

COMPRESSOR CASE CRACKED FROM FOD

FOR INSP USE JCN AC3-104-A00

PILOT/INITIATOR AFCM BOHM

CORRECTIVE ACTION

REPAIRED COMPRESSOR CASE

TEST CELL TIME 1.6 HRS

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Allen	AD1 DeLesa	ADC Greene	AZ3 Harris

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
			9104 GZ21		

Figure 9-193 Engine Repair Control Document (Completed VIDS/MAF)

Engine Component Turn-In for Repair (Figure 9-195)

Figure 9-195 is an example of an engine component turned in for repair. An engine component turned in for repair will have the following blocks transcribed from the removal/replacement VIDS/MAF:

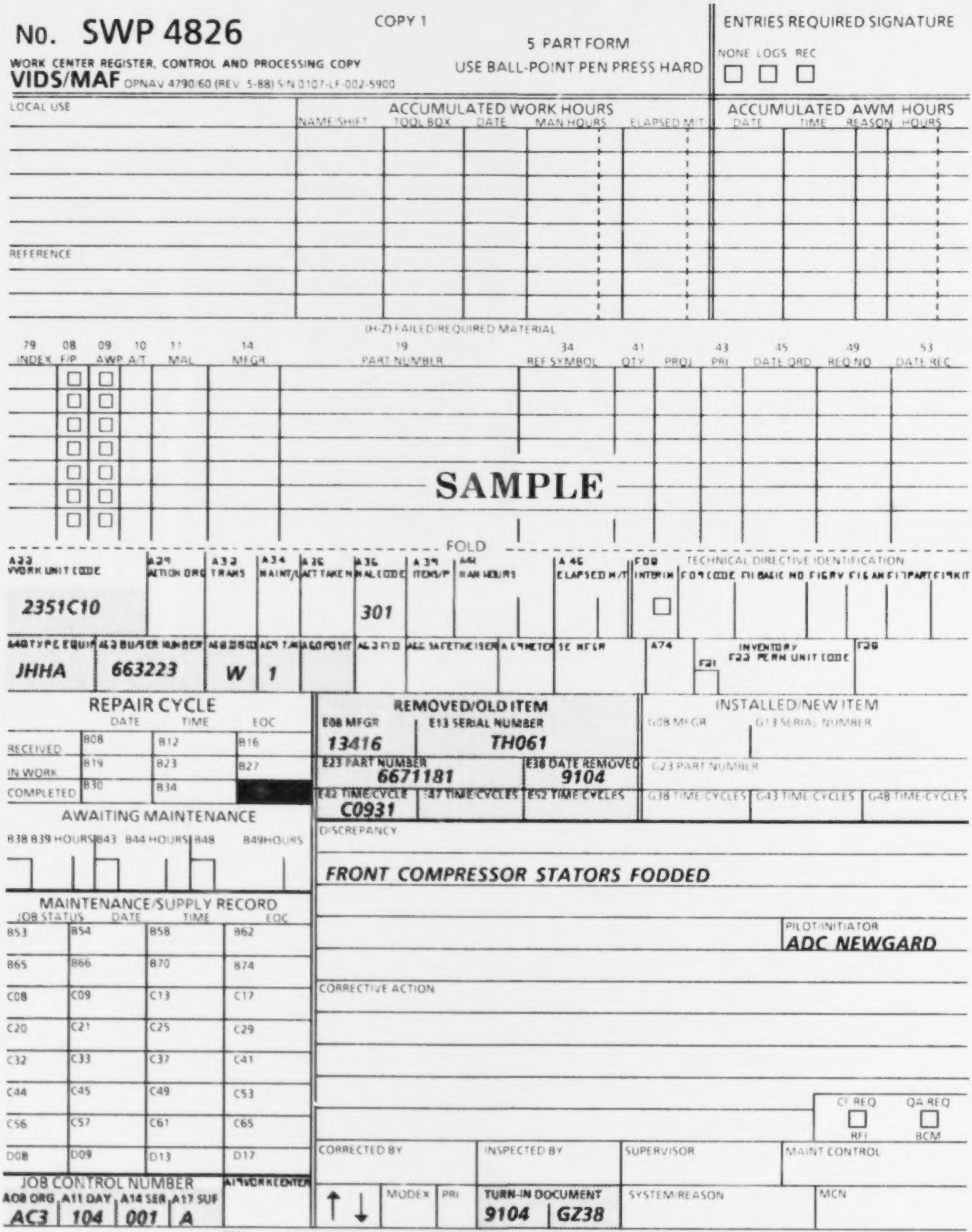
A22	- Enter the specific WUC for the item being processed.
A36	- Malfunction description code; conditional malfunction description code if applicable, otherwise leave blank.
A48	- Enter TEC for the item being processed.
A52	- Enter the appropriate PSSN.
A58	- Enter the appropriate when discovered code (Appendix R).
A59	- Enter the appropriate type maintenance code (Appendix H).

E08 through E52 - Enter the appropriate data for the removed/old item.

A08 through A17 - Enter the assigned JCN.

DISCREPANCY - Enter narrative description of discrepancy and initiator.

TURN-IN DOCUMENT - Transcribe the data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A36 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F1 REV	F16 AM	F17 PART	F19 KIT
2351C10					301				☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49	A51 T/M	A52 POS	A53 FID	A55 SAFETY/E-ISER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
13416	TH061	
E23 PART NUMBER 6671181		E38 DATE REMOVED 9104
E42 TIME/CYCLE C0931	E47 TIME/CYCLES	E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FRONT COMPRESSOR STATORS FODDED

PILOT/INITIATOR ADC NEWGARD

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001	A	

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN
			9104 GZ38		

Figure 9-195 Engine Component Turn-In for Repair

Engine Component Repair (Complete) (Figure 9-197)

Figure 9-197 is an example of a completed engine component repair. To complete the repair use the turn-in document and make the following entries:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisition(s) (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; enter 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

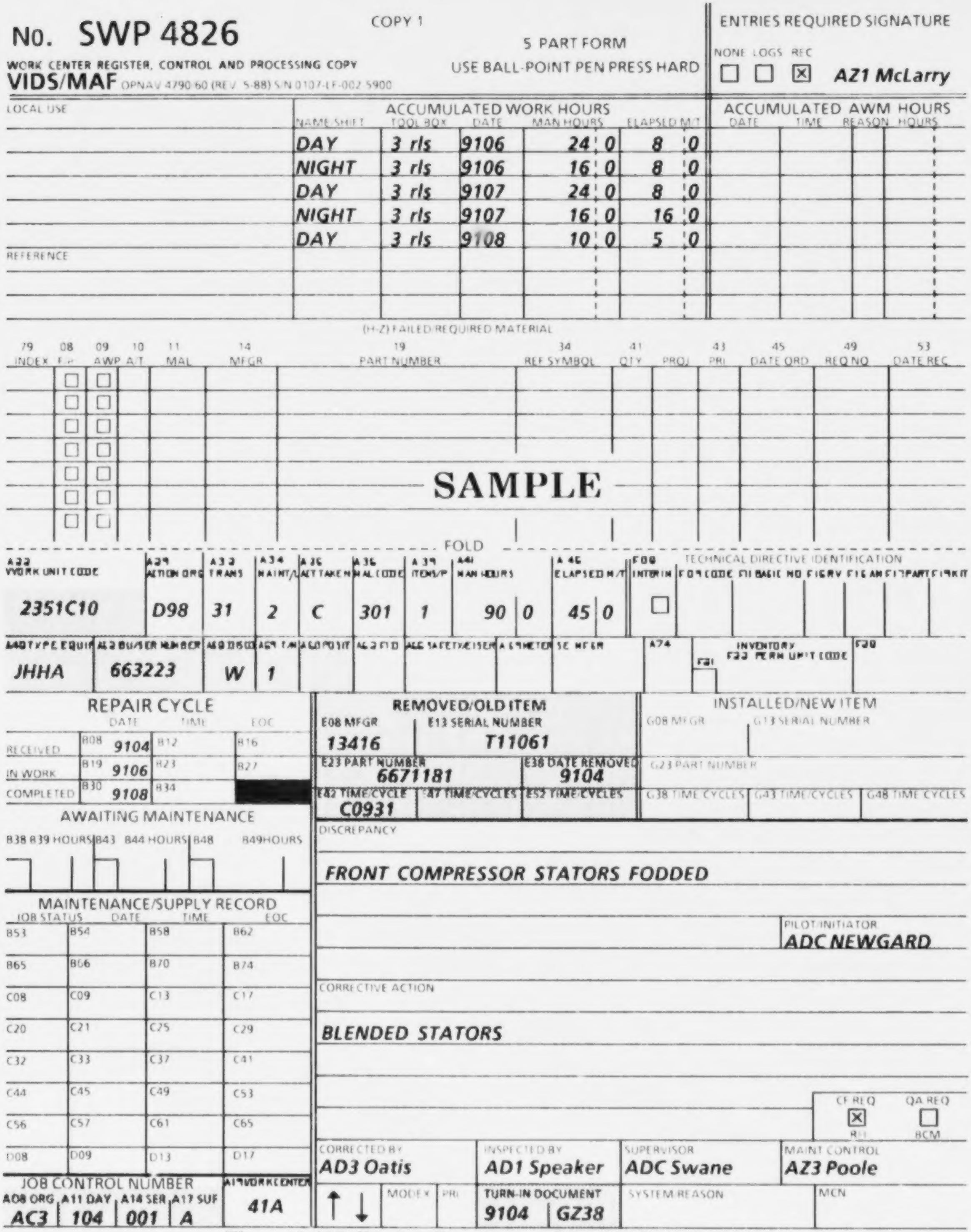
A45 - Enter the total EMT that applies.

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ1 McLarry

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAY	3 rls	9106	24.0	8.0
NIGHT	3 rls	9106	16.0	8.0
DAY	3 rls	9107	24.0	8.0
NIGHT	3 rls	9107	16.0	16.0
DAY	3 rls	9108	10.0	5.0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F1 REV	F16 AM	F17 PART	F19 KIT
2351C10	D98	31	2	C	301	1	90.0	45.0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISCD	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EI SER	A 6 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9106	B23	B27
COMPLETED	B30 9108	B34	

REMOVED/OLD ITEM

E08 MFGR 13416

E13 SERIAL NUMBER T11061

E23 PART NUMBER 6671181

E38 DATE REMOVED 9104

E42 TIME/CYCLE C0931

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME/CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FRONT COMPRESSOR STATORS FODDED

PILOT/INITIATOR ADC NEWGARD

CORRECTIVE ACTION

BLENDED STATORS

CF REQ ☒ REI

QA REQ ☐ BCM

CORRECTED BY AD3 Oatis

INSPECTED BY AD1 Speaker

SUPERVISOR ADC Swane

MAINT CONTROL AZ3 Poole

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	001	A	41A

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9104 GZ38

SYSTEM REASON

MCN

Figure 9-197 Engine Component Repair (Complete)

9.5.3 Major Engine Inspections. Major engine inspections to be performed at the I-level activity fall into two categories; inspections on engines inducted for the sole purpose of inspection, and inspections subsequent to repair. As part of the repair action the I-level activity must perform the next major inspection due using the criteria outlined in Volume III. General instructions for documentation of major engine inspections are in the following paragraphs.

9.5.3.1 Control Document

a. For engines turned in solely for inspection, the turn-in document will serve as the control document for the inspection (Figure 9-201).

b. For major engine inspections subsequent to repair, I-level activities will initiate a VIDS/MAF to serve as the inspection control document. The JCN will be provided by the O-level activity in the discrepancy block of the turn-in VIDS/MAF (Figure 9-193).

c. If only one work center is involved in the inspection, look phase man-hours and elapsed maintenance time may be entered on the control document. If more than one work center is involved, a supporting VIDS/MAF must be documented for each work center involved in the inspection.

d. The WUC for engine inspections will be constructed in the following manner:

- First three positions will be 030.
- Fourth through sixth positions will reflect the hour level of the engine inspection (divided by 10) being performed. For example, a 900-hour engine inspection would be recorded in these positions as 090.
- Seventh position is zero.
- The WUC for a 900-hour engine inspection would be as follows: 0300900
- When MRCs do not specify a specific interval, such as, T56, F404, for a major inspection, the hour level will be calculated by multiplying the number of aircraft phases times the phase interval. As an example, for the T56-A-14, the WUC 0301200 would be used for the major inspection.

9.5.3.2 Repair Document. JCN - Blocks A08-A14 enter the same data elements as on the control document but with sequential numbering in the second and third positions of the serial number for example, A01, A02. If more than 99 numbers are required for this purpose, the serial number will be extended by the use of alpha characters in the second and third position of the serial number, for example, A0A through A9A, A0B through A9B.

9.5.3.3 Examples of major engine inspection documentation are shown in Figures 9-201 through 9-215.

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Turn-In Document Solely for Major Engine Inspection (Figure 9-201)

Figure 9-201 is an example of a turn-in document from O-level activity solely for a major engine inspection.

A22 - The seven position WUC describing the inspection.

A48 - The TEC for the engine.

A52 - The PSSN.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be J (Appendix H).

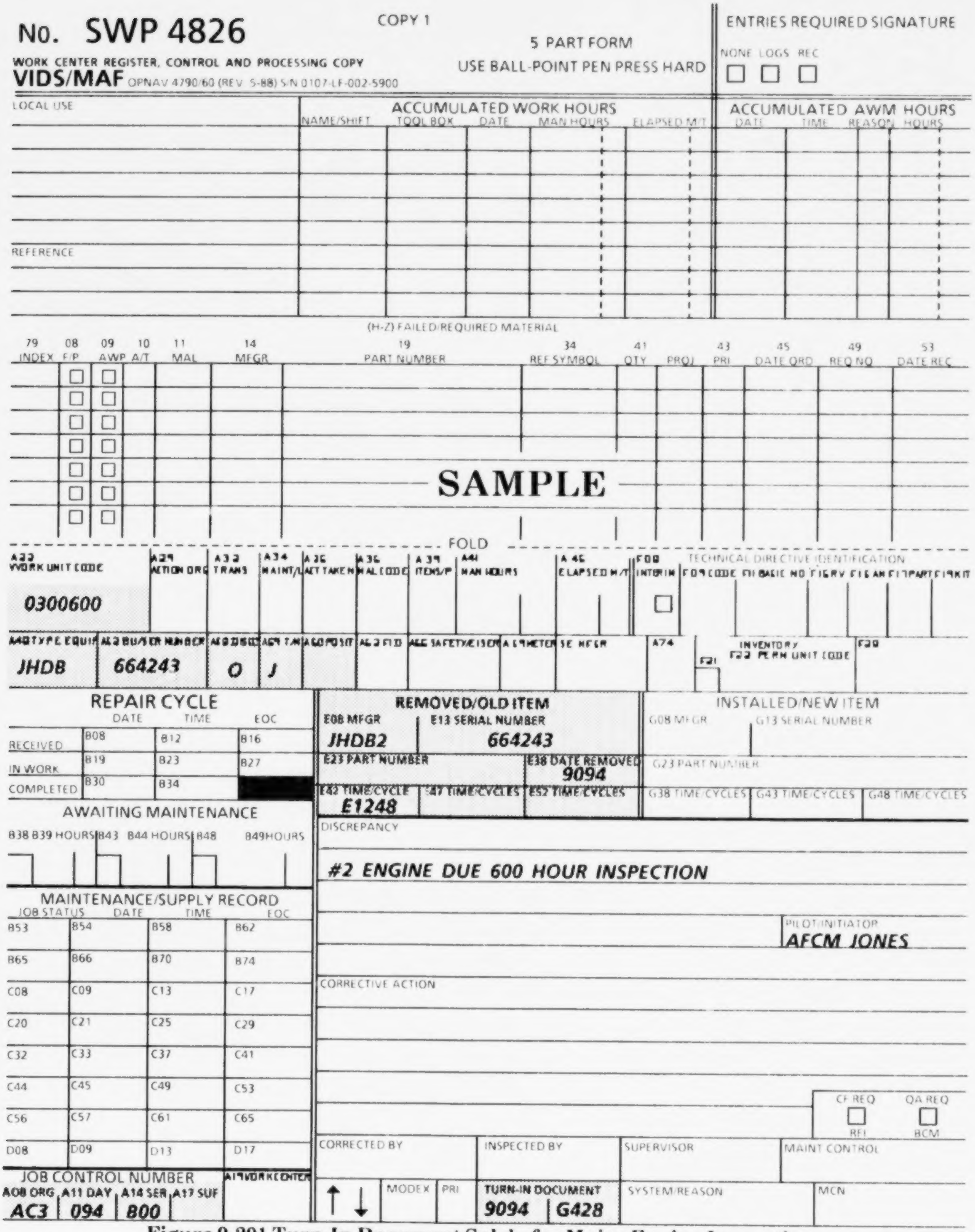
A60 - Appropriate PSI if applicable.

E08 through E52 - Reflects the propulsion system as a removed component. Leave E23 blank.

A08 through A14 - Enter the next sequential phase JCN.

DISCREPANCY - The narrative description of the type of inspection to be performed and initiator.

TURN-IN DOCUMENT - Data from (H-Z) Failed/Required Material blocks 45 and 49 of O-level removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
0300600									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCD	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F29
JHDB	664243	O	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR JHDB2

E13 SERIAL NUMBER 664243

E23 PART NUMBER

E38 DATE REMOVED 9094

E42 TIME/CYCLE E1248

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

#2 ENGINE DUE 600 HOUR INSPECTION

PILOT/INITIATOR AFCM JONES

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	094	800		

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT 9094 G428

SYSTEM/REASON

MCN

Figure 9-201 Turn-In Document Solely for Major Engine Inspection

Control Document for Major Inspection (Engine Undergoing Repair) (Figure 9-203)

Figure 9-203 is an example of a supporting control document for an engine undergoing repair that requires a major inspection. IMAs will comply with Volume III when engines are turned in for repair. If an inspection is required, the IMA will initiate the VIDS/MAF.

A22 - Enter the appropriate seven position inspection code.

A48 - Enter the TEC for the engine.

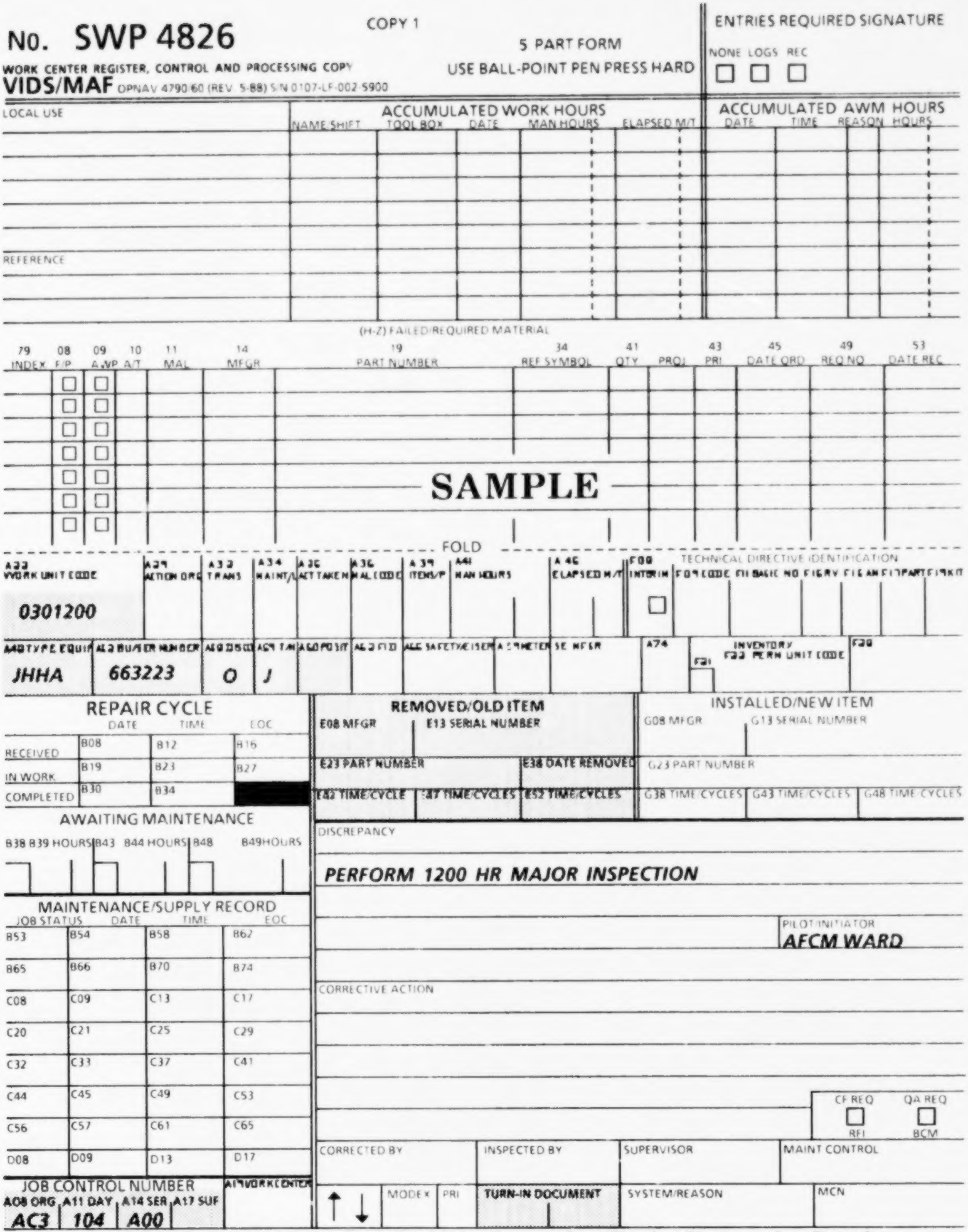
A52 - Enter the PSSN.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be J (Appendix H).

A08 through A14 - Enter the JCN provided in the Discrepancy block of the O-level activity turn-in repair VIDS/MAF.

DISCREPANCY - Describe the type of inspection to be performed.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 A/WP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F18 AM	F17 PART	F19 KIT
0301200									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A08 TYPE EQUIP	A12 BU/SER NUMBER	A18 DISC	A19 T/M	A20 POSIT	A23 FID	A65 SAFETY/EI SER	METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F20
JHHA	663223	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PERFORM 1200 HR MAJOR INSPECTION

PILOT/INITIATOR AFCM WARD

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
AC3	104	A00		

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-203 Control Document for Major Inspection (Engine Undergoing Repair)

Major Engine Inspection (Look Phase Supporting Work Center) (Figure 9-205)

Figure 9-205 is an example of a look phase supporting work center for a major engine inspection. If more than one work center is involved in the inspection, a separate supporting VIDS/MAF must be documented for each work center.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Same as the control document.

A29 - Same as the control document.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Same as the control document.

A52 - Same as the control document.

A58 - Same as the control document.

A59 - Same as the control document.

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

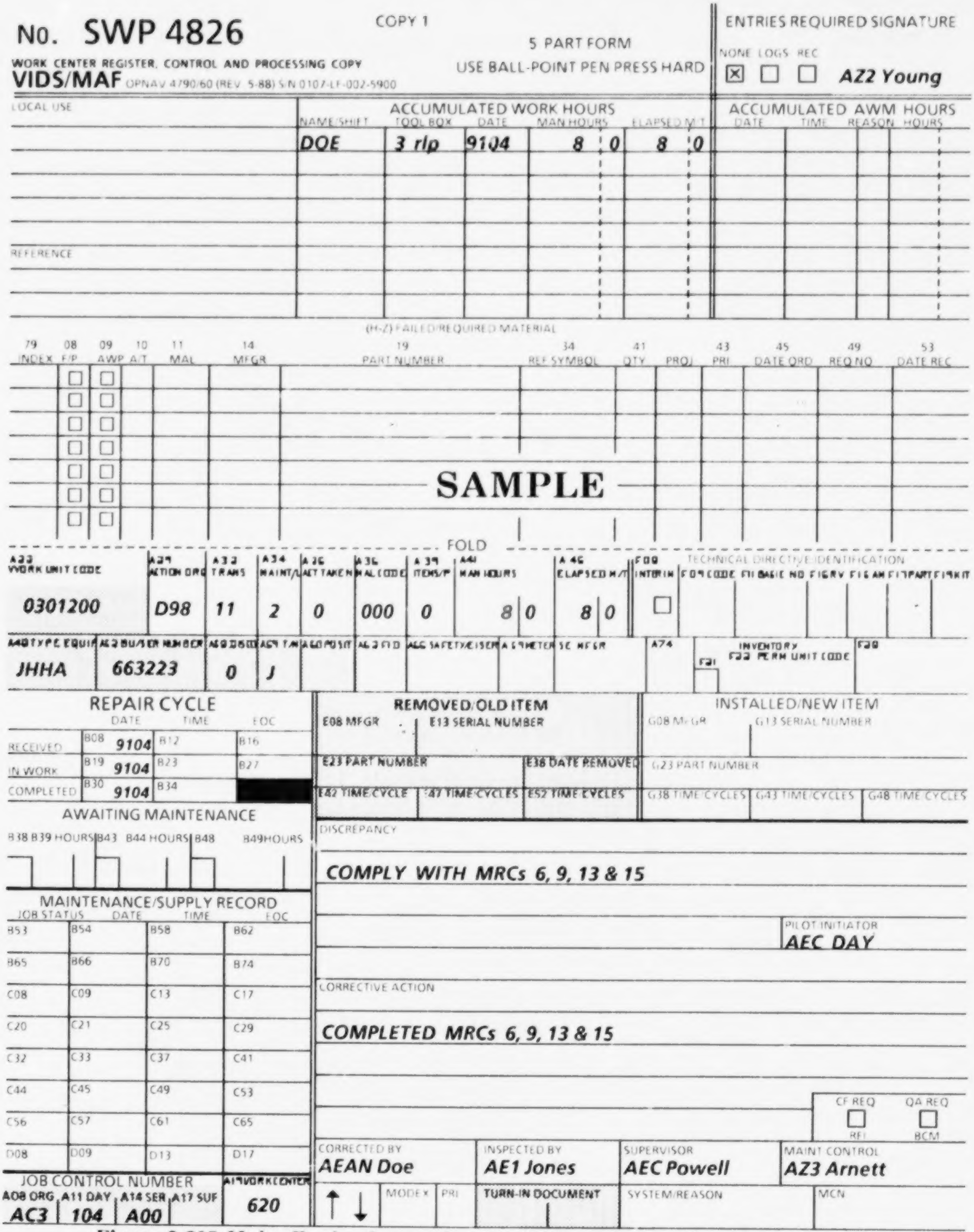
A08 through A14 - Same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the MRC card numbers to be complied with.

CORRECTIVE ACTION - Enter MRC numbers complied with and item numbers of any discrepancy discovered. Inspection supervisor will assign a fix phase JCN to cover any discrepancy found.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ2 Young

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOE	3 rlp	9104	8 0	8 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
0301200	D98	11	2	0	000	0	8 0	8 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 T/M	A50 POSIT	A53 FID	A55 SAFETY/E SER	A6 METER	SC MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9104	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	A00		620

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH MRCs 6, 9, 13 & 15

PILOT/INITIATOR AEC DAY

CORRECTIVE ACTION

COMPLETED MRCs 6, 9, 13 & 15

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AEAN Doe	AE1 Jones	AEC Powell	AZ3 Arnett

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-205 Major Engine Inspection (Look Phase Supporting Work Center)

Major Engine Inspection (Fix-In-Place) (Figure 9-207)

Figure 9-207 is an example of the VIDS/MAF documented for a fix-in-place for a major engine inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisitions if applicable.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 or 12 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be M (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction if: (a) the inspection is done subsequent to repair, or (b) the engine was inducted solely for inspection and major repair is required. Use Code J if the engine was inducted solely for inspection and only minor repair associated with MRC deck is required (Appendix H).

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

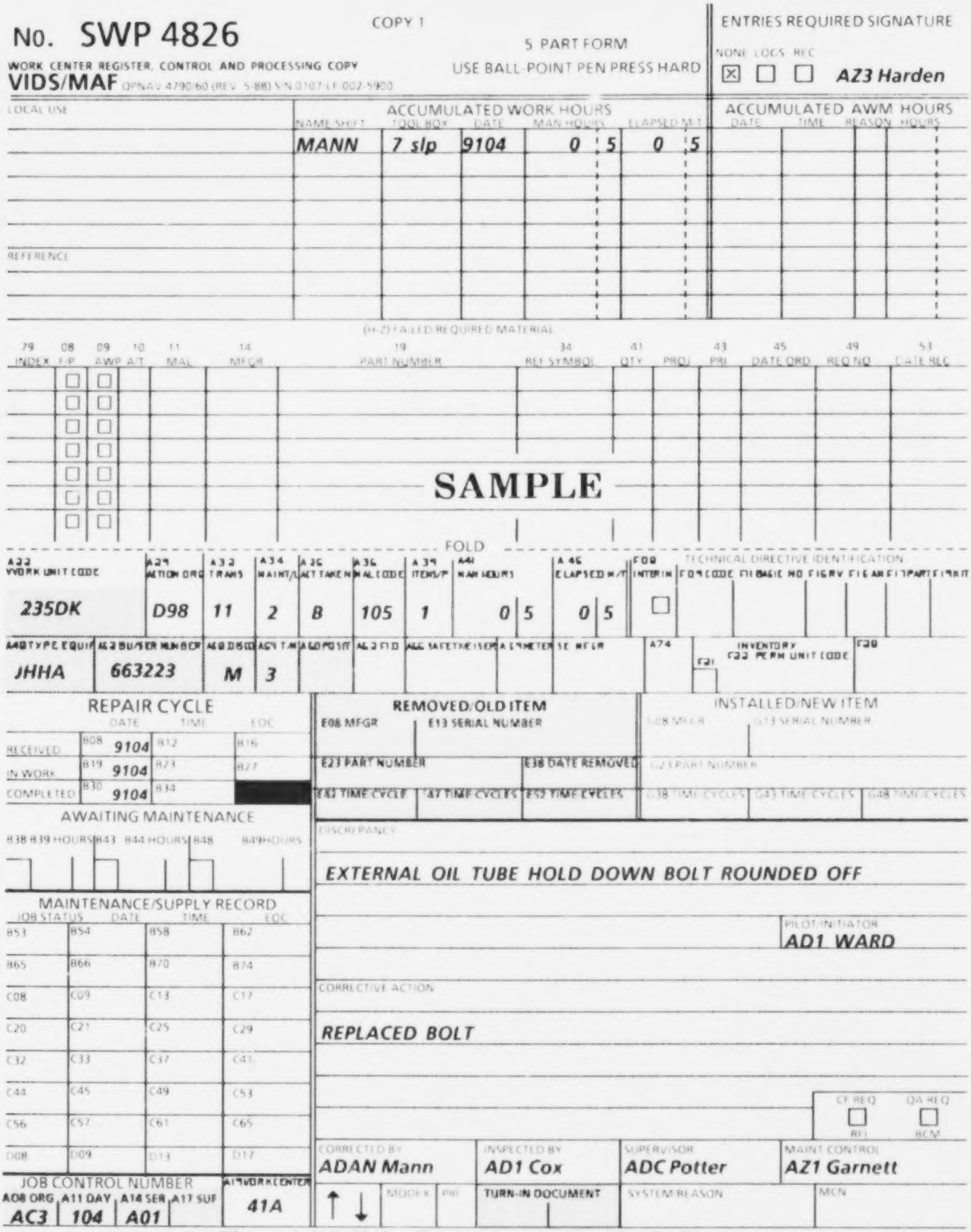
A08 through A14 - Enter the same data elements as on the control document but with sequential numbering in the second and third positions of the serial number, such as, A01, A02.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter a narrative description of the discrepancy.

CORRECTIVE ACTION - Enter a narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Harden

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M.T.
MANN	7 slp	9104	0.5	0.5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
235DK	D98	11	2	B	105	1	0 5	0 5	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	M	3									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9104	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

EXTERNAL OIL TUBE HOLD DOWN BOLT ROUNDED OFF

PILOT/INITIATOR AD1 WARD

CORRECTIVE ACTION

REPLACED BOLT

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ADAN Mann	AD1 Cox	ADC Potter	AZ1 Garnett

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	A01		41A

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM REASON | MCN

Figure 9-207 Major Engine Inspection (Fix-In-Place)

Major Engine Inspection (Fix Phase Removal and Replacement of a Repairable Component) (Figure 9-209)

Figure 9-209 is an example of a removal and replacement of a repairable component during a major engine inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to document supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours required to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be M (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction if: (a) the inspection is done subsequent to repair, or (b) the engine was inducted solely for inspection and major repair is required. Use Code J if the engine was inducted solely for inspection and only minor repair associated with MRC deck is required (Appendix H).

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

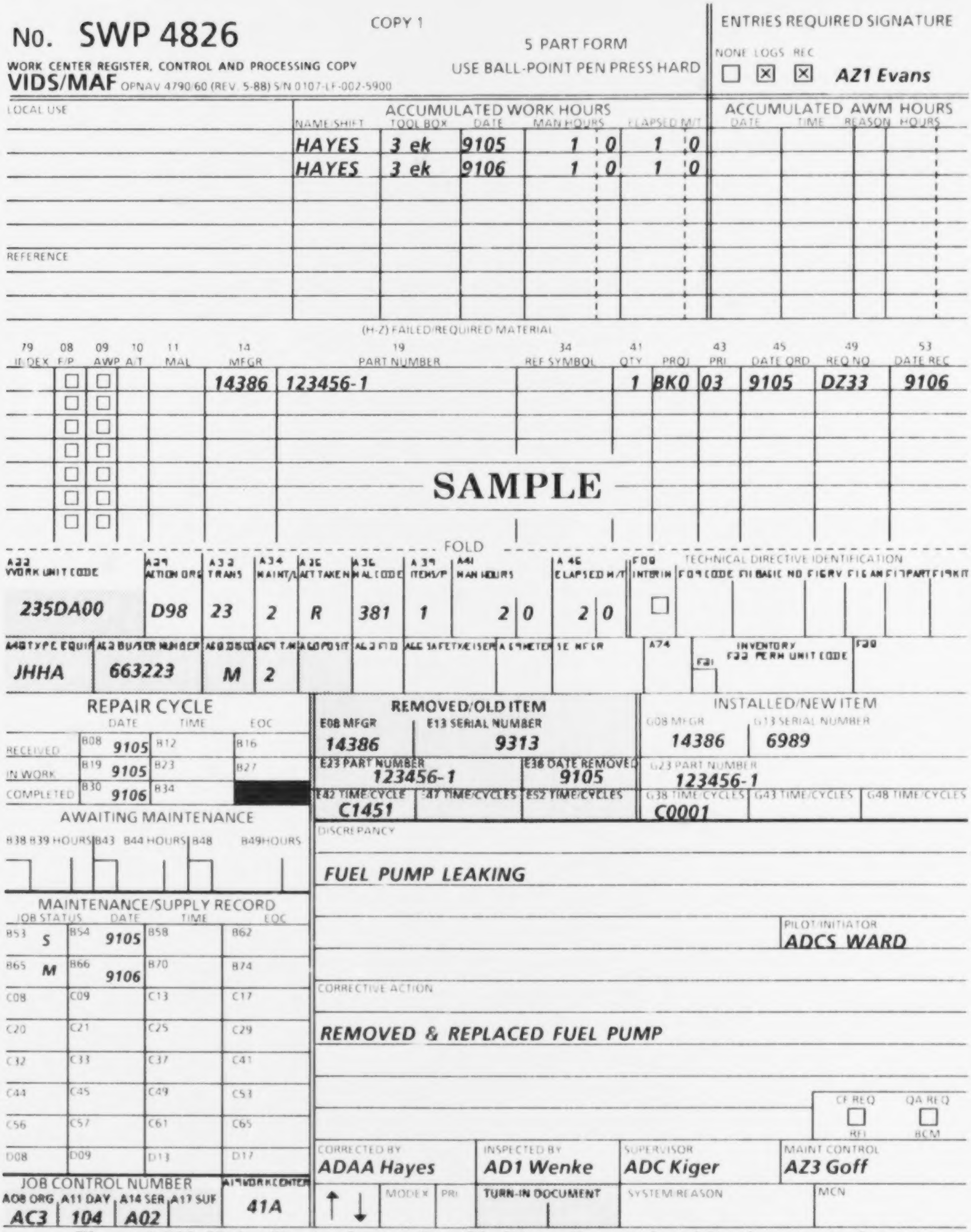
A08 through A14 - Enter the same data elements as on the control document but with sequential numbering in the second and third position of the serial number, such as , A01, A02.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. **SWP 4826**

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Evans

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HAYES	3 ek	9105	1 0	1 0
HAYES	3 ek	9106	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			14386	123456-1		1	BK0	03	9105	DZ33	9106
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F(?) REV	F16 AM	F17 PART	F19 KIT
235DA00	D98	23	2	R	381	1	2 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A60 [illegible]	A61 TM	A62 POSIT	A63 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9105	B12	B16
IN WORK	B19 9105	B23	B27
COMPLETED	B30 9106	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
14386	9313	
E23 PART NUMBER 123456-1		E38 DATE REMOVED 9105
E42 TIME/CYCLE C1451	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
14386	6989	
G23 PART NUMBER 123456-1		
G38 TIME/CYCLES C0001	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9105	B58	B62
B65 M	B66 9106	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FUEL PUMP LEAKING

PILOT/INITIATOR ADCS WARD

CORRECTIVE ACTION

REMOVED & REPLACED FUEL PUMP

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ADAA Hayes	AD1 Wenke	ADC Kiger	AZ3 Goff

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	A02		41A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-209 Major Engine Inspection (Fix Phase Removal and Replacement of a Repairable Component)

Major Engine Inspection (Component Turn-In) (Figure 9-211)

Figure 9-211 is an example of a component turn-in during a major engine inspection from Figure 9-207.

A22 - Enter the WUC from the removal/replacement VIDS/MAF.

A36 - Malfunction description code; conditional malfunction description code if applicable, otherwise leave blank.

A48 - Enter the engine TEC from the removal/replacement VIDS/MAF

A52 - Enter the PSSN from the removal/replacement VIDS/MAF.

A58 - Enter the when discovered code from the removal/replacement VIDS/MAF.

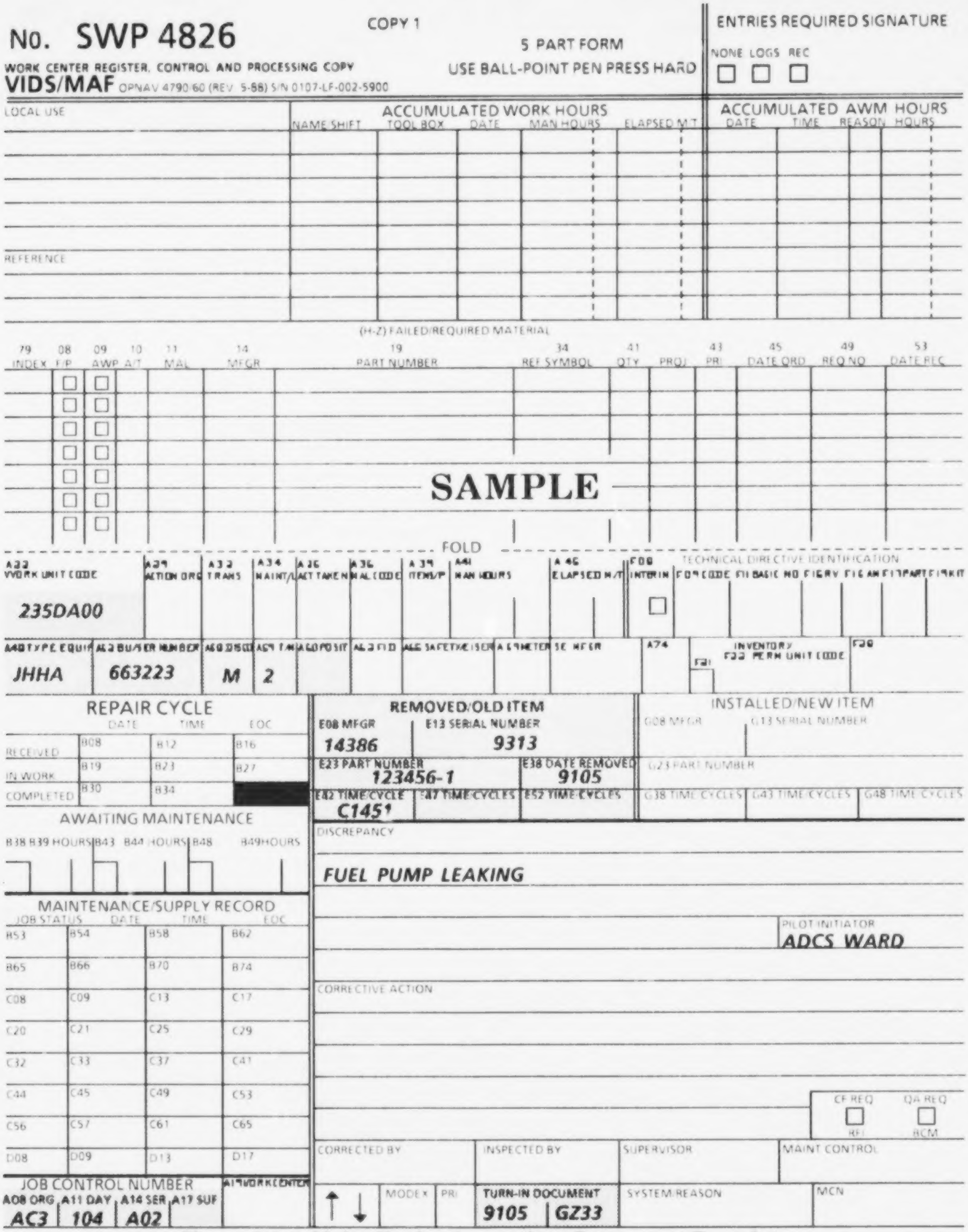
A59 - Enter the type maintenance code from the removal/replacement VIDS/MAF.

E08 through E52 - Enter the same data as on the removal/replacement VIDS/MAF.

A08 through A14 - Enter the same JCN as on the removal/replacement VIDS/MAF.

DISCREPANCY - Enter narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
235DA00									☐						

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 T/M	A50 POSIT	A53 FID	A55 SAFETY/E ISER	A57 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
14386	9313	
E23 PART NUMBER 123456-1		E38 DATE REMOVED 9105
E42 TIME/CYCLE C1451	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FUEL PUMP LEAKING

PILOT INITIATOR ADCS WARD

CORRECTIVE ACTION

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	A02		

↑ ↓	MODE X	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9105	GZ33		

Figure 9-211 Major Engine Inspection (Component Turn-In)

Control Document Solely for Major Engine Inspection (Completed) (Figure 9-213)

Figure 9-213 is an example of a completed control document for a major engine inspection. The I-level activity will fill in the following blocks on the control document for an engine that has been inducted into the I-level activity solely for a major engine inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 through A45 - If only one work center is involved in the inspection, look phase man-hours and EMT may be entered on the control document. If more than one work center is involved, a separate supporting VIDS/MAF must be documented for each work center involved in the inspection.

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

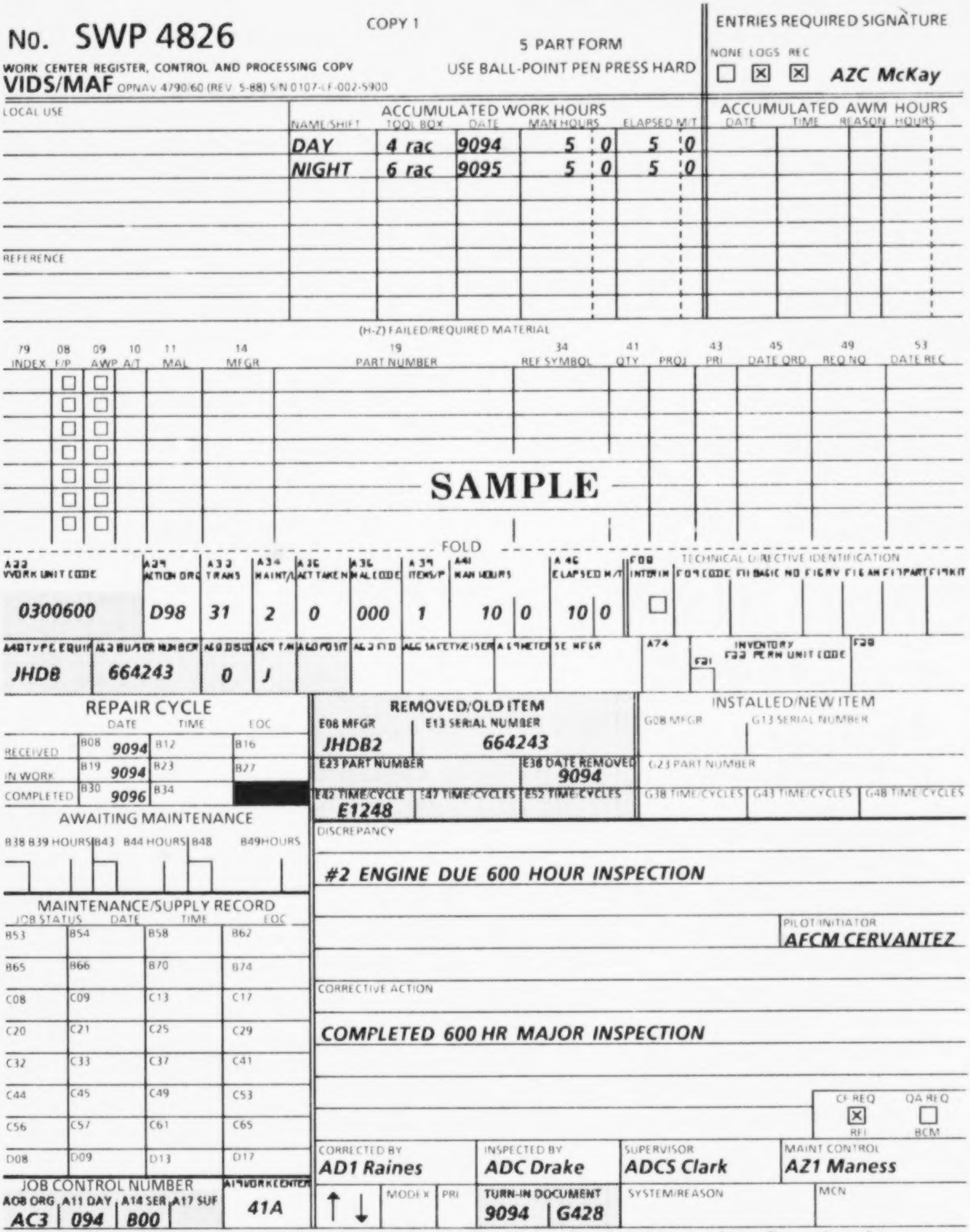
A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter narrative description of corrective action taken and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

NOTE

If the engine is to be BCMd, it should be documented using a fix phase JCN. The turn-in document and E blocks will be transferred to the BCM VIDS/MAF. The inspection control document for the BCM'ed engine will be closed out using Transaction Code 11 and 0 items processed.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZC McKay

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
DAY	4 rac	9094	5	0	5	0
NIGHT	6 rac	9095	5	0	5	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
0300600	D98	31	2	0	000	1	10 0	10 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCL	A50 T/M	A50 POSIT	A52 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
JHDB	664243	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9094	B12	B16
IN WORK	B19 9094	B23	B27
COMPLETED	B30 9096	B34	

REMOVED/OLD ITEM

E08 MFGR JHDB2

E13 SERIAL NUMBER 664243

E23 PART NUMBER

E38 DATE REMOVED 9094

E42 TIME/CYCLE E1248

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

#2 ENGINE DUE 600 HOUR INSPECTION

PILOT/INITIATOR AFCM CERVANTEZ

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

COMPLETED 600 HR MAJOR INSPECTION

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY AD1 Raines

INSPECTED BY ADC Drake

SUPERVISOR ADCS Clark

MAINT CONTROL AZ1 Maness

JOB CONTROL NUMBER

A08 ORG AC3

A11 DAY 094

A14 SER B00

A17 SUF

A19 WORK CENTER 41A

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9094 G428

SYSTEM/REASON

MCN

Figure 9-213 Control Document Solely for Major Engine Inspection (Completed)

Major Engine Inspection Completed After Repair Action (Figure 9-215)

Figure 9-215 is an example of a major engine inspection control document after a repair action. IMAs will comply with Volume III when engines are turned in for repair. If an inspection is required, the IMA will initiate the VIDS/MAF. When the original repair action is complete and the inspection is complete, there should be two completed control document VIDS/MAFs. The transaction code will be 31 for the repair control document and 11 for the inspection control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

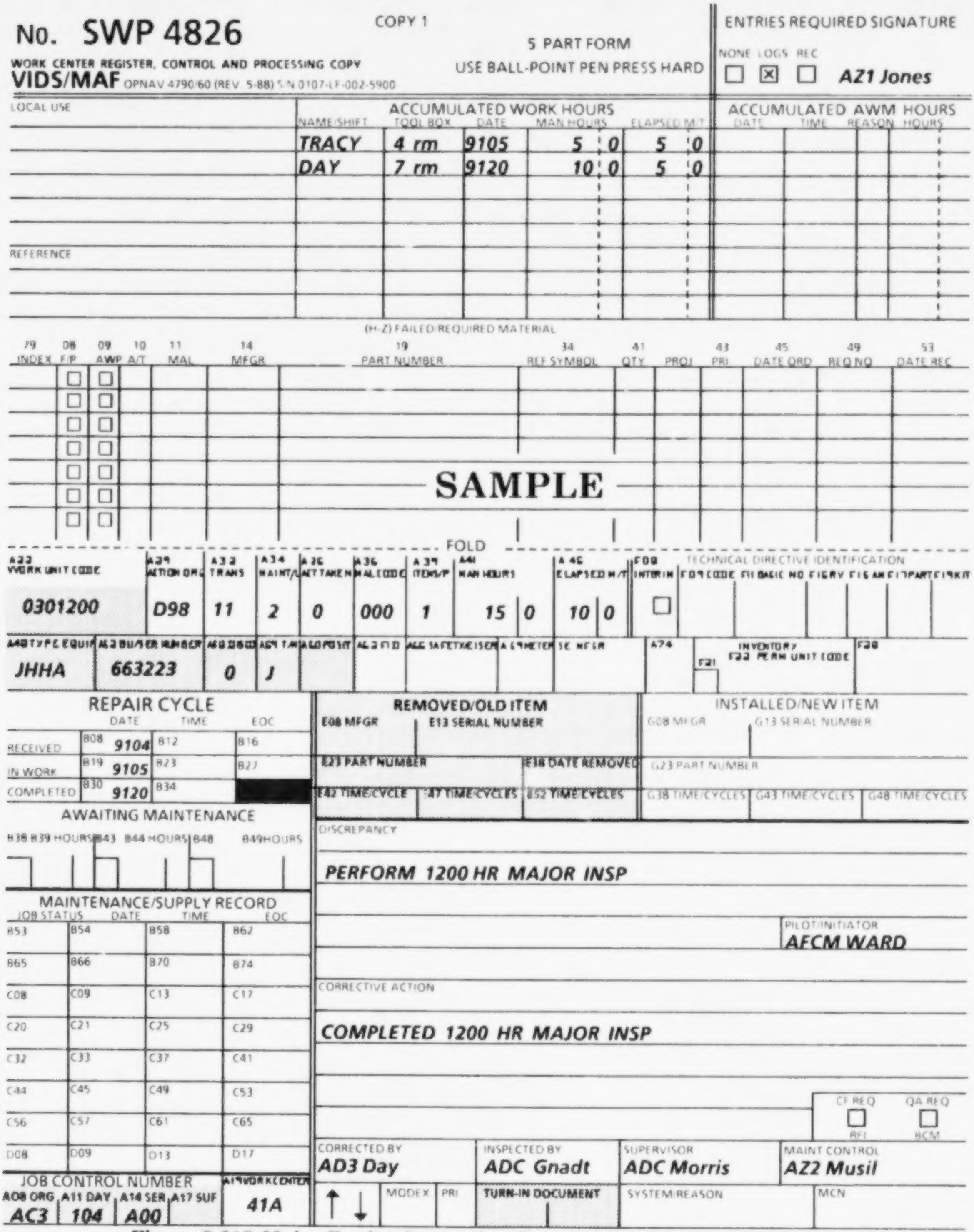
A41 through A45 - If only one work center is involved in the inspection, look phase man-hours and EMT may be entered on the control document. If more than one work center is involved, a separate supporting VIDS/MAF must be documented for each work center involved in the inspection.

B08, B19, & B30 - Enter the appropriate Julian dates that work was received, started, and completed.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter narrative description of action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ1 Jones

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
TRACY	4 rm	9105	5 0	5 0
DAY	7 rm	9120	10 0	5 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
0301200	D98	11	2	0	000	1	15 0	10 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A08 TYPE EQUIP	A62 BU/SER NUMBER	A68	A69 T/M	A60 POSIT	A63 FID	A66 SAFETY/EI SER	A METER	SE NF SR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHHA	663223	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9105	B23	B27
COMPLETED	B30 9120	B34	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

PERFORM 1200 HR MAJOR INSP

PILOT/INITIATOR AFCM WARD

CORRECTIVE ACTION

COMPLETED 1200 HR MAJOR INSP

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Day	ADC Gnadt	ADC Morris	AZ2 Musil

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	104	A00		41A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-215 Major Engine Inspection Completed After Repair Action

9.5.4 Technical Directive (TD) Compliance. It shall be the policy of the I-level activity to incorporate all immediate changes, within their capability, while the engine is in the possession of the I-level for repair.

9.5.4.1 Technical Directive Compliance VIDS/MAF Initiation. TD compliance VIDS/MAF initiation can be originated from three sources:

a. Supply Activity. Originates the TD compliance VIDS/MAF using a supply JCN for TD compliance on all engines or engine components held as supply stock (Figures 9-217 through 9-221).

b. O-level Activity. Originates the TD compliance VIDS/MAF using an O-level JCN for engines or engine components sent to the I-level activity solely for TD compliance (Figures 9-223 through 9-227).

c. IMA Production Control. Originates the TD compliance VIDS/MAF using a supply JCN for engines or engine components inducted for repair which require TD compliance (Figures 9-229 through 9-231).

9.5.4.2 O-level request for assistance in TD compliance. O-level activities requesting assistance from the I-level activity in the incorporation of a TD shall use the procedures outlined in Figures 9-233 through 9-237.

NOTE

If an engine or engine component sent to the I-level activity for TD compliance is found to require repair, the I-level activity will inform the O-level activity, which must provide a turn-in VIDS/MAF for documenting the repair action. The original TD compliance VIDS/MAF is destroyed and production control initiates a replacement TD compliance VIDS/MAF using a supply JCN.

Supply Asset (TD Compliance Request) (Figure 9-217)

Figure 9-217 is an example of the entries required by the supply department for TD compliance on all engines or engine components held as supply stock.

F08 - Enter X if change is interim, otherwise leave blank.

F09 - Enter two-character code that denotes TD being complied with (Appendix L).

F11 - Enter the basic TD number preceded by zeros to fill the field (in that, PPC 437 would be 0437).

F15 - If the TD is a revision, enter the alpha code of the revision, otherwise leave blank.

F16 - If the TD is an amendment, enter the numeric code of the amendment, otherwise leave blank.

F17 - If the TD has a part designation, enter the numeric code of the part, otherwise leave blank.

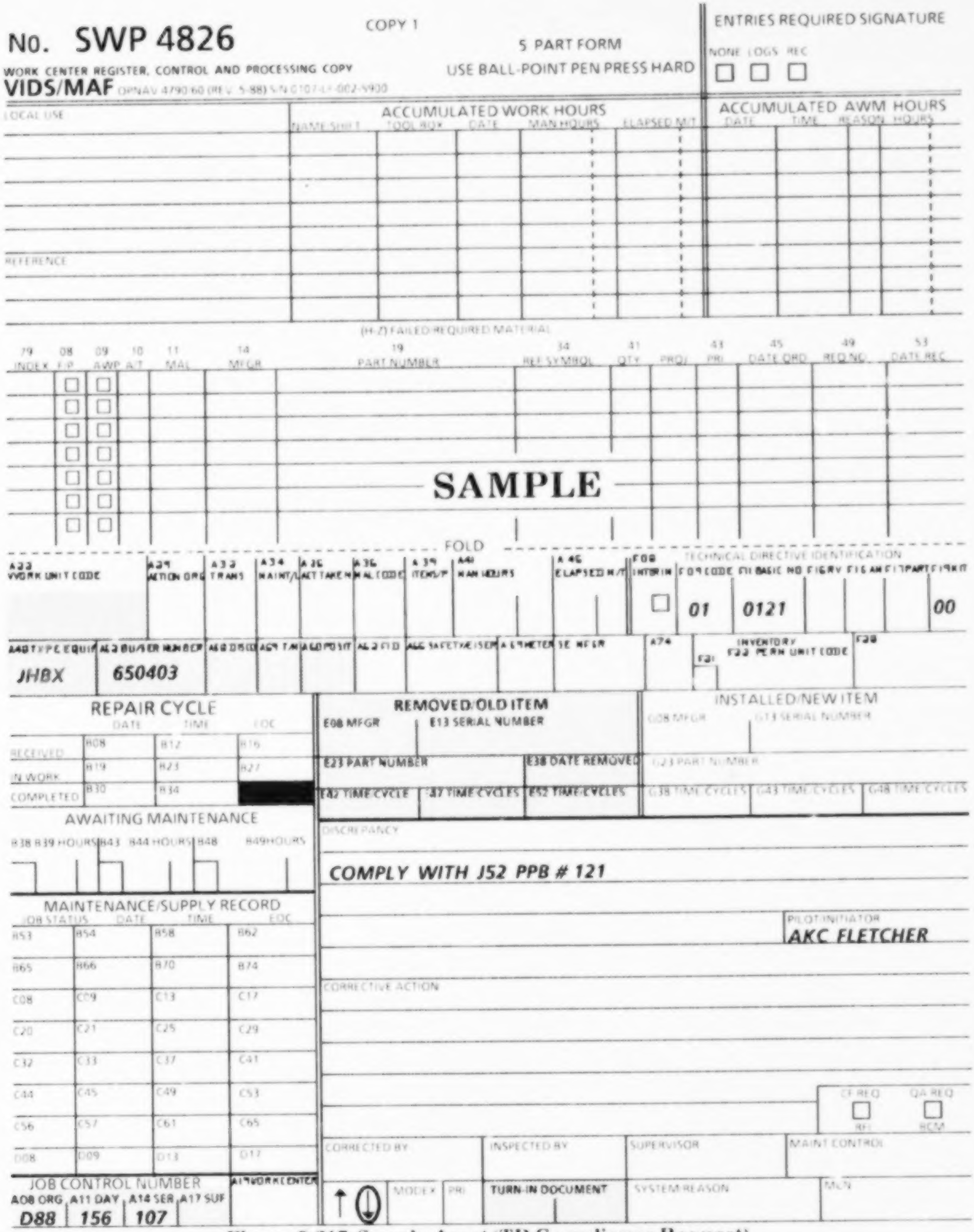
F19 - If a kit is required, enter the two numeric or alpha/numeric characters for the kit. If no kit is required, enter 00.

A48 - Enter the TEC that identifies the type of engine to which the TD applies or the general TEC category for the component.

A52 - Enter the PSSN of the engine or serial number of the component to which the TD applies, otherwise enter 000000.

A08 through A14 - Enter the next sequential supply JCN.

DISCREPANCY - Enter the narrative description of the discrepancy and initiator.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO. | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
									☐	01	0121				00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A52 FID	A56 SAFETY/E/ISER	A57 METER	5E MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F28
JHBX	650403											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

COMPLY WITH J52 PPB # 121

PILOT/INITIATOR

AKC FLETCHER

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF
D88	156	107	

A19 WORK CENTER

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM REASON | MCN

Figure 9-217 Supply Asset (TD) Compliance Request)

Supply Asset (IMA Production Control Entries) (Figure 9-219)

Figure 9-219 is an example of the entries required by production control for TD compliance on all engines or engine components held as supply stock.

ENTRIES REQUIRED SIGNATURE - Check LOGS and REC boxes and upon completion of TD compliance enter name/rate to certify all applicable logs/records have had appropriate entries made.

A22 - Enter the WUC which identifies the engine or component to which the TD applies.

A29 - Enter the organization code for the I-level activity which will expend the man-hours.

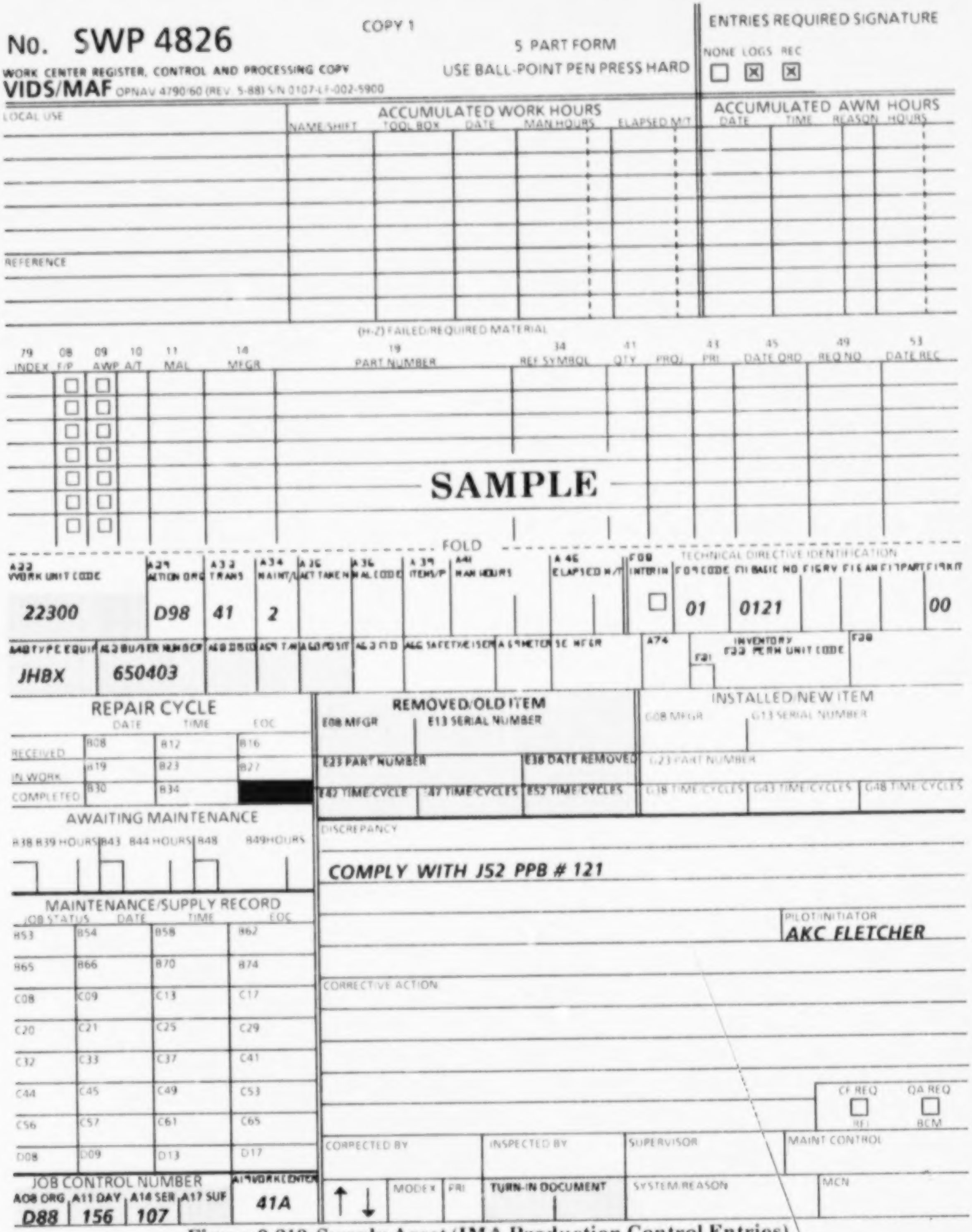
A32 - Transaction code; must be 41 or 47 as appropriate (Appendix P).

A34 - Maintenance level; must be 2.

A19 - Enter the appropriate work center code (Appendix D).

NOTE

Production control will initiate separate VIDS/MAFs for each work center involved, using the same JCN as the control document.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
22300	D98	41	2						☐	01	0121				00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/E ISEN	A67 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHBX	650403											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME CYCLE | E47 TIME CYCLES | E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

COMPLY WITH J52 PPB # 121

PILOT/INITIATOR AKC FLETCHER

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	156	107		41A

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-219 Supply Asset (IMA Production Control Entries)

Supply Asset (TD Compliance Completed) (Figure 9-221)

Figure 9-221 is an example of a completed TD compliance (work center entries) for supply stock.

ENTRIES REQUIRED SIGNATURE - Enter name/rate to certify all applicable log/records have had appropriate entries made.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A35 - Enter the appropriate TD status code that describes the action taken by the reporting work center. (Appendix J).

A39 - Enter the total number of items processed in this block, not to exceed 99. The following conditions will apply to the number of items processed being recorded:

1. TD Status Codes A or W in block A35 will require 0s.
2. TD Status Codes C, D, P, or Q in block A35 will require a minimum of 1 in this block.

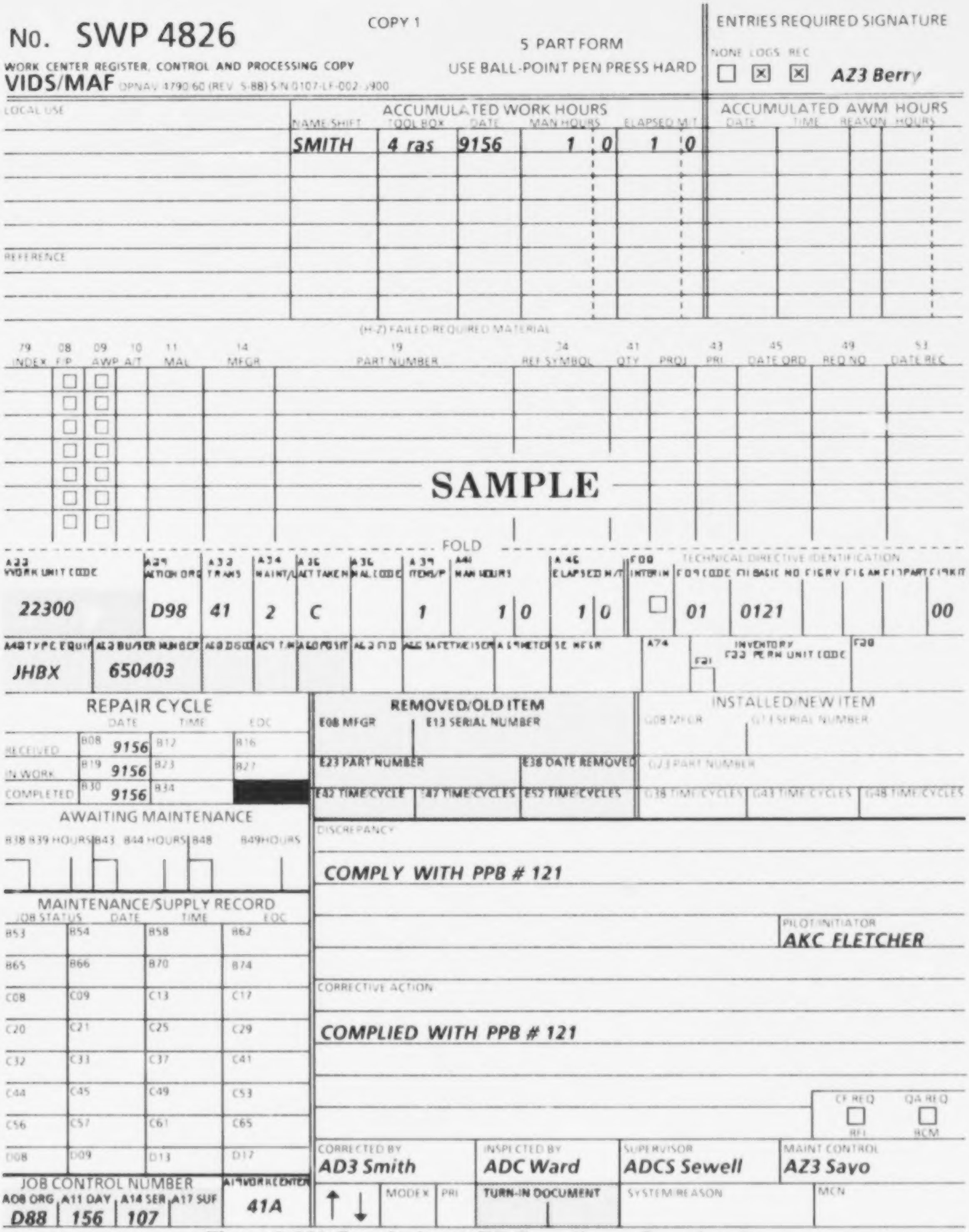
A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

CORRECTIVE ACTION - Enter narrative description of action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-3900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Berry

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	4 ras	9156	1.0	1.0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	24 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
22300	D98	41	2	C		1	1.0	1.0	☐	01	0121				00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCO	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHBX	650403											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9156	B12	B16
IN WORK	B19 9156	B23	B27
COMPLETED	B30 9156	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A1 WORK CENTER
D88	156	107		41A

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH PPB # 121

PILOT/INITIATOR AKC FLETCHER

CORRECTIVE ACTION

COMPLIED WITH PPB # 121

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AD3 Smith

INSPECTED BY ADC Ward

SUPERVISOR ADCS Sewell

MAINT CONTROL AZ3 Savo

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-221 Supply Asset (TD Compliance Completed)

O-Level Engine TD Compliance Request (Figure 9-223)

Figure 9-223 is an example of the O-level originating the TD compliance VIDS/MAF using an O-level JCN for engines or engine components sent to the I-level activity solely for TD compliance.

The following items will be filled in at the O-level activity.

A22 - Enter the specific WUC for the item being processed.

A48 - Enter the TEC that identifies the type of engine to which the TD applies (Appendix Q).

A52 - Enter the PSSN of the engine or serial number of the component to which the TD applies, otherwise enter 000000.

A08 through A14 - Enter the assigned JCN.

E08 through E52 - Must be filled in if there will be a P/N change on the engine or component.

F08 Enter "X" if change is interim, otherwise leave blank.

F09 - Enter two-character code that denotes TD being incorporated (Appendix L).

F11 - Enter the basic TD number preceded by zeros to fill the field (in that, PPC-437 would be 0437).

F15 - If the TD is a revision, enter the alpha code of the revision, otherwise leave blank.

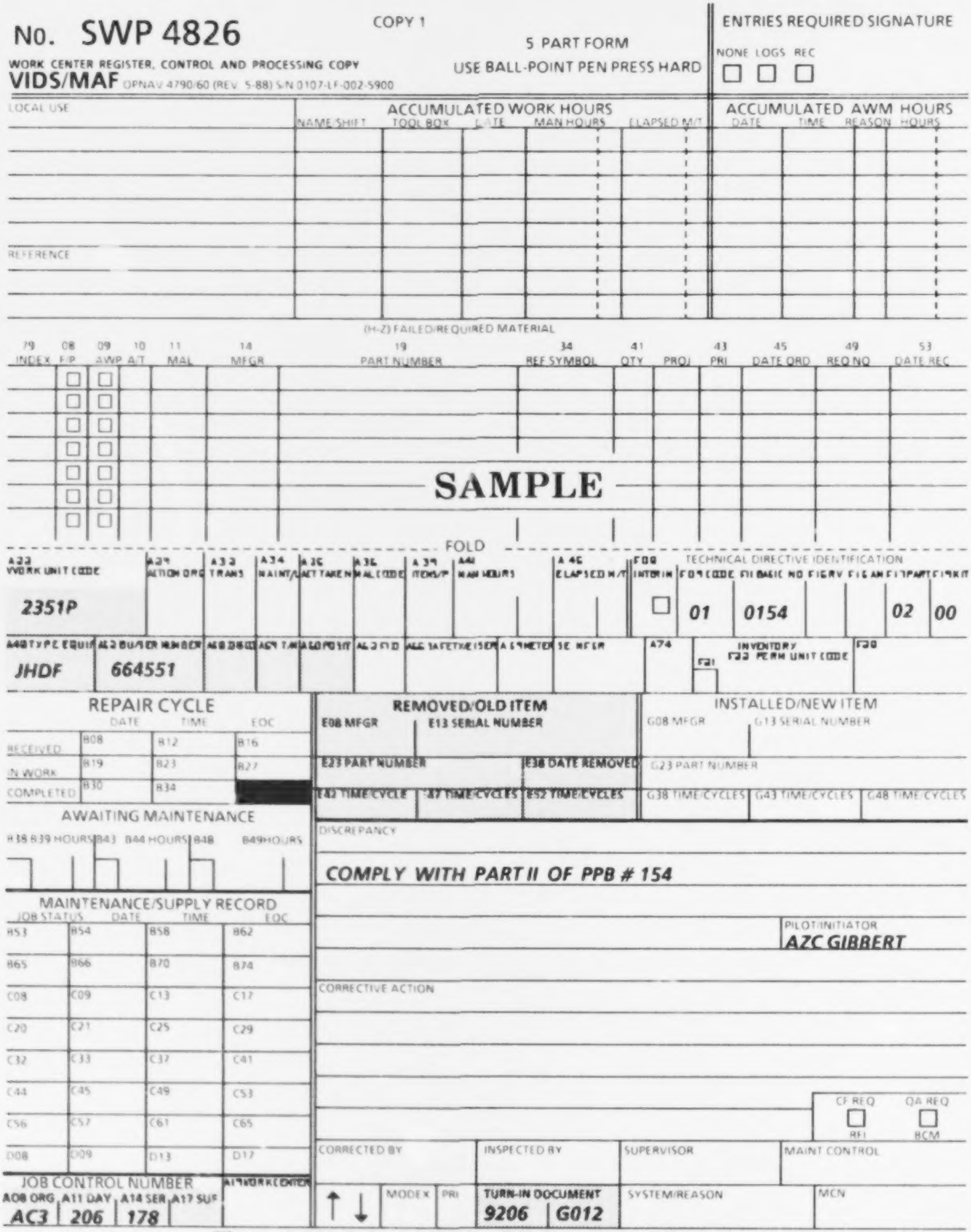
F16 - If the TD is an amendment, enter the numeric code of the amendment, otherwise leave blank.

F17 - If the TD has a part designation, enter the numeric code of the part, otherwise leave blank.

F19 - If a kit is required, enter the two numeric or alpha/numeric characters for the kit. If no kit is required, enter 00.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of removal/replacement VIDS/MAF. If engine/component is not ordered but simply turned in for TD compliance, leave blank.

DISCREPANCY - Enter narrative description of the discrepancy.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
2351P									☐	01	0154			02	00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 TM	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
JHDF	664551											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM: E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLE, E47 TIME/CYCLES, E52 TIME/CYCLES

INSTALLED/NEW ITEM: G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G43 TIME/CYCLES, G48 TIME/CYCLES

AWAITING MAINTENANCE: B38 B39 HOURS, B43 B44 HOURS, B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPLY WITH PART II OF PPB # 154

PILOT/INITIATOR AZC GIBBERT

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	206	178		

↑ ↓ MODEX | PRI | TURN-IN DOCUMENT 9206 G012 | SYSTEM/REASON | MCN

Figure 9-223 O-Level Engine TD Compliance Request

O-Level Engine TD Compliance Request (Production Control Entries) (Figure 9-225)

Figure 9-225 is an example of production control entries for an O-level engine TD compliance.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 41 or 47 as appropriate (Appendix P).

A34 - Maintenance level; must be 2.

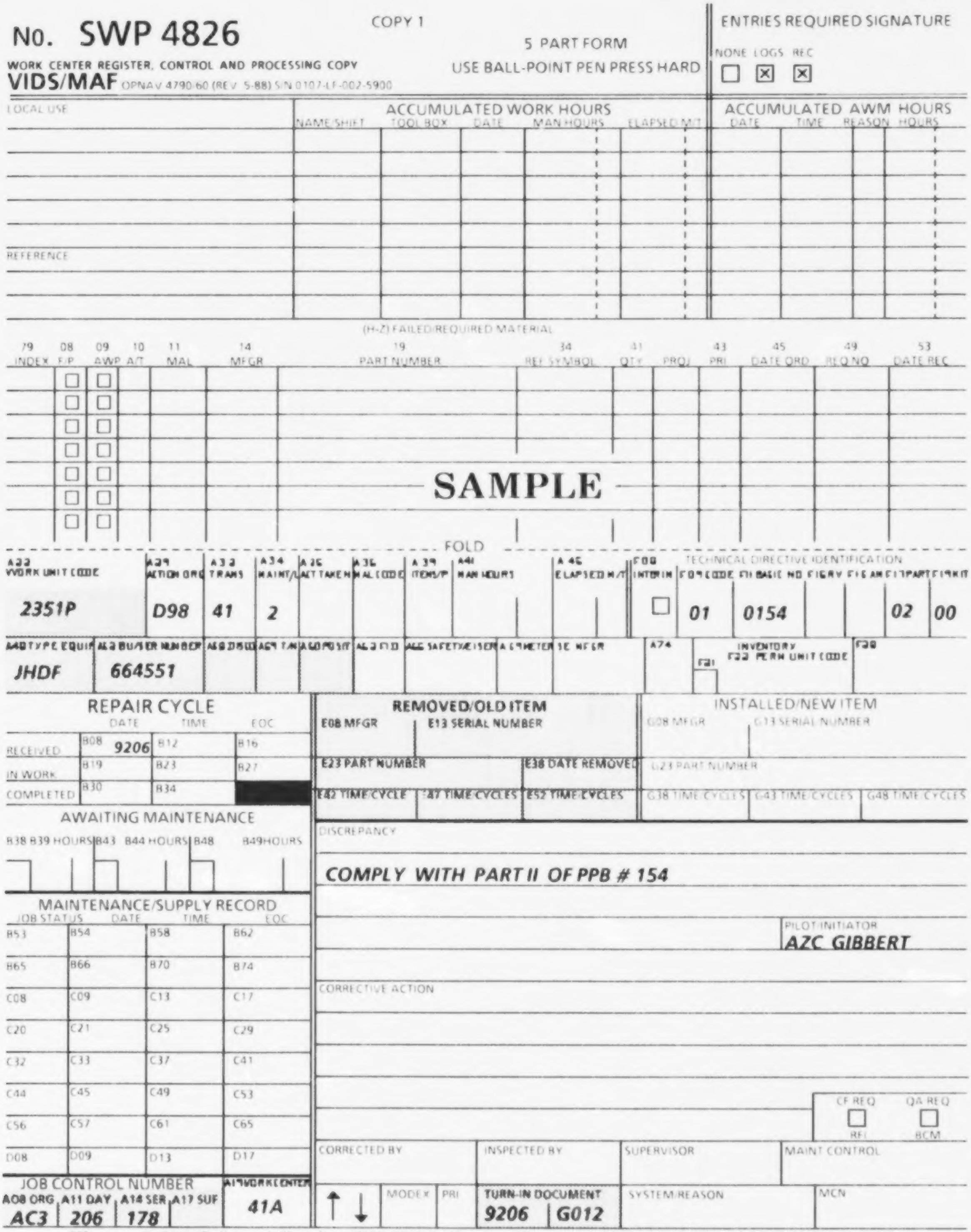
A19 - Enter the appropriate work center code (Appendix D).

B08 - Enter Julian date received.

DISCREPANCY - Enter narrative description of the work to be performed.

NOTE

Production control will initiate supporting VIDS/MAFs for each work center involved, using the same JCN as the control document.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
2351P	D98	41	2						☐	01	0154			02	00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A54	A60 POSIT	A62 FID	A65 SAFETY/EI SER	METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F30
JHDF	664551										

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9206	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	206	178		41A

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH PART II OF PPB # 154

PILOT/INITIATOR

AZC GIBBERT

CORRECTIVE ACTION

CF REQ ☐ REI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT 9206 G012 | SYSTEM/REASON | MCN

Figure 9-225 O-Level Engine TD Compliance Request (Production Control Entries)

O-Level Engine TD Compliance Request (Completed) (Figure 9-227)

Figure 9-227 is an example of a completed I-level work center VIDS/MAF for an engine TD compliance request.

ENTRIES REQUIRED SIGNATURE - Enter name/rate to certify all applicable logs/records have had appropriate entries made.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A35 - Enter the appropriate TD status code that describes the action taken by the reporting work center (Appendix J).

A39 - Enter the total number of items processed in this block, not to exceed 99. The following conditions will apply to the number of items processed being recorded:

1. TD Status Codes A or W in block A35 will require 0.
2. TD Status Codes C, D, P, or Q in block A35 will require a minimum of 1 in this block.

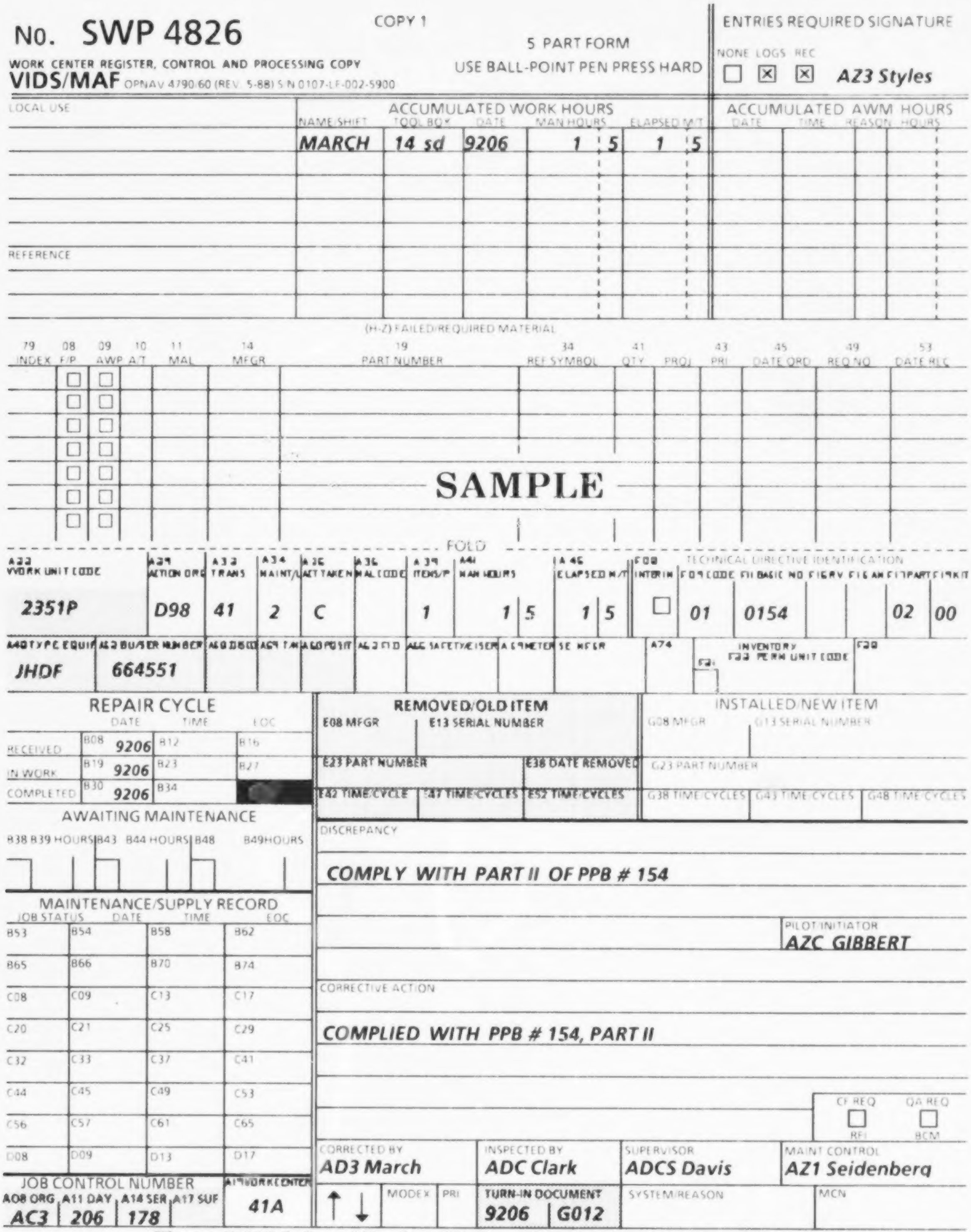
A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

CORRECTIVE ACTION - Enter narrative description of action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Styles

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MARCH	14 sd	9206	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
2351P	D98	41	2	C		1	1 5	1 5	☐	01	0154			02	00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISCOV	A49 T/M	A50 POSIT	A52 FID	A56 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHDF	664551											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9206	B12	B16
IN WORK	B19 9206	B23	B27
COMPLETED	B30 9206	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

COMPLY WITH PART II OF PPB # 154

PILOT/INITIATOR AZC GIBBERT

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

COMPLIED WITH PPB # 154, PART II

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY AD3 March

INSPECTED BY ADC Clark

SUPERVISOR ADCS Davis

MAINT CONTROL AZ1 Seidenberg

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	206	178		41A

↑ ↓ MODEX | PRI

TURN-IN DOCUMENT 9206 G012

SYSTEM/REASON

MCN

Figure 9-227 O-Level Engine TD Compliance Request (Completed)

I-Level Originated TD Compliance (Figure 9-229)

Figure 9-229 is an example of an I-level originated TD compliance.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 41 or 47 as appropriate (Appendix P).

A34 - Maintenance level; must be 2.

A48 - Enter the TEC that identifies the type of engine to which the TD applies. Enter YE series TEC for components.

A52 - Enter the PSSN of the engine or serial number of the component to which the TD applies, otherwise enter 000000.

F08 - Enter X if change is interim, otherwise leave blank.

F09 - Enter two-character code that denotes TD being complied with (Appendix L).

F11 - Enter the basic TD number preceded by zeros to fill the field (that is, PPC-437 would be 0437).

F15 - If the TD is a revision, enter the alpha code of the revision, otherwise leave blank.

F16 - If the TD is an amendment, enter the numeric code of the amendment, otherwise leave blank.

F17 - If the TD has a part designation, enter the numeric code of the part, otherwise leave blank.

F19 - If a kit is required, enter the two numeric or alpha/numeric characters for the kit. If no kit is required, enter 00.

A08 through A14 - Enter a supply JCN. The organization code will be that of the supply activity.

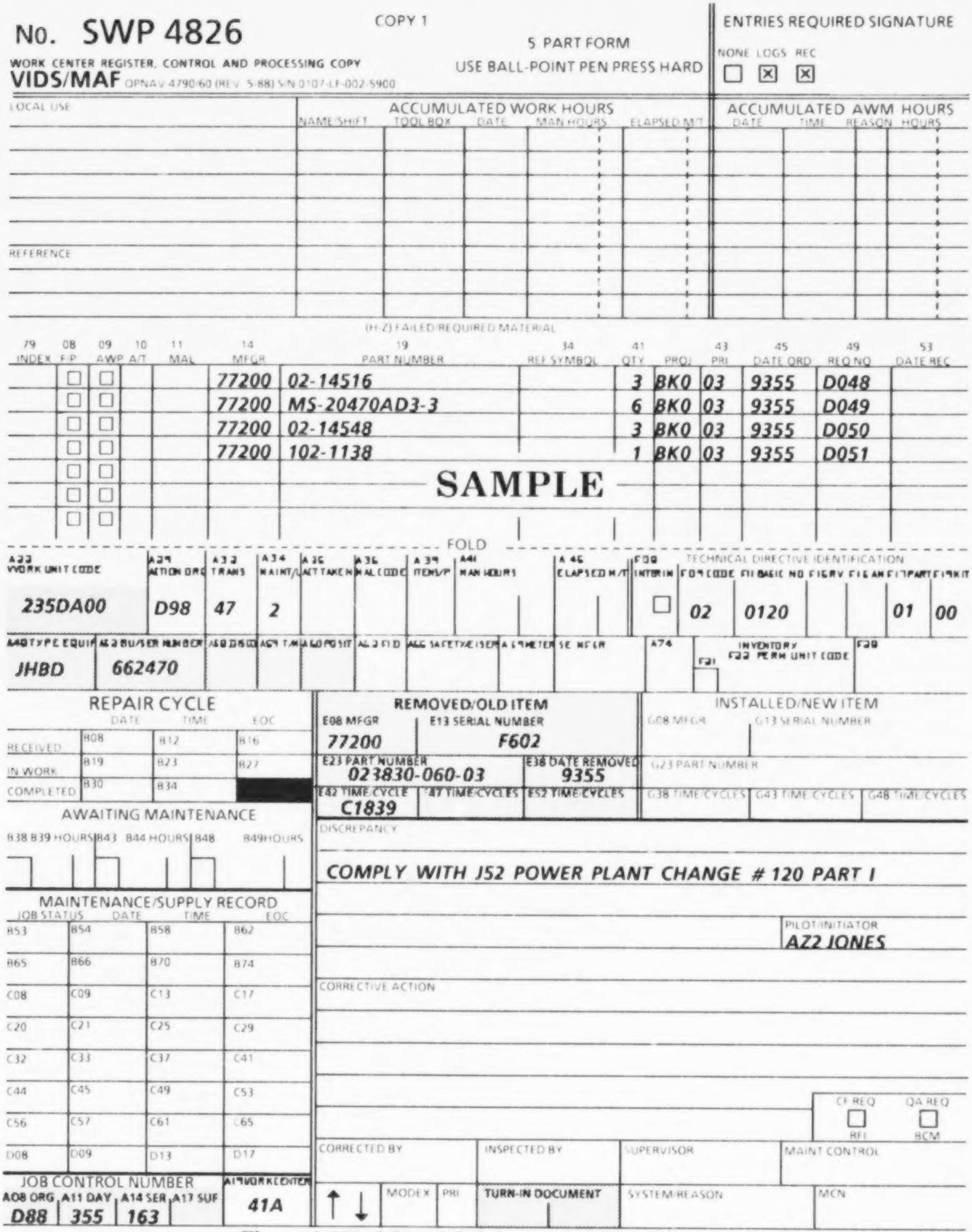
A19 - Enter the appropriate work center code (Appendix D).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item if applicable.

DISCREPANCY - Enter narrative description of the discrepancy.

NOTE

Production control will initiate separate VIDS/MAFs for each work center involved.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			77200	02-14516		3	BK0	03	9355	D048	
	☐	☐			77200	MS-20470AD3-3		6	BK0	03	9355	D049	
	☐	☐			77200	02-14548		3	BK0	03	9355	D050	
	☐	☐			77200	102-1138		1	BK0	03	9355	D051	
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
235DA00	D98	47	2						☐	02	0120			01	00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISCD	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/E ISER	A61 METER	SE NFER	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
JHBD	662470											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	355	163		41A

REMOVED/OLD ITEM

E08 MFGR: 77200

E13 SERIAL NUMBER: F602

E23 PART NUMBER: 023830-060-03

E38 DATE REMOVED: 9355

E42 TIME/CYCLE: C1839

E47 TIME/CYCLES:

E52 TIME/CYCLES:

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH J52 POWER PLANT CHANGE # 120 PART I

PILOT/INITIATOR: AZ2 JONES

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-229 I-Level Originated TD Compliance

I-Level Originated TD Compliance (Completed) (Figure 9-231)

Figure 9-231 is an example of a completed VIDS/MAF for an I-level originated TD compliance.

ENTRIES REQUIRED SIGNATURE - Enter name/rate to certify all applicable log/records have had appropriate entries made.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A35 - Enter the appropriate TD status code (Appendix J).

A39 - Enter the total number of items processed in this block. The following conditions will apply to the number of items processed being recorded.

1. TD Status Codes A or W in block A35 will require 0.
2. TD Status Codes C, D, P, or Q in block A35 will require a minimum of 1 in this block.

A41 - Enter the total number of man-hours expended to complete the job.

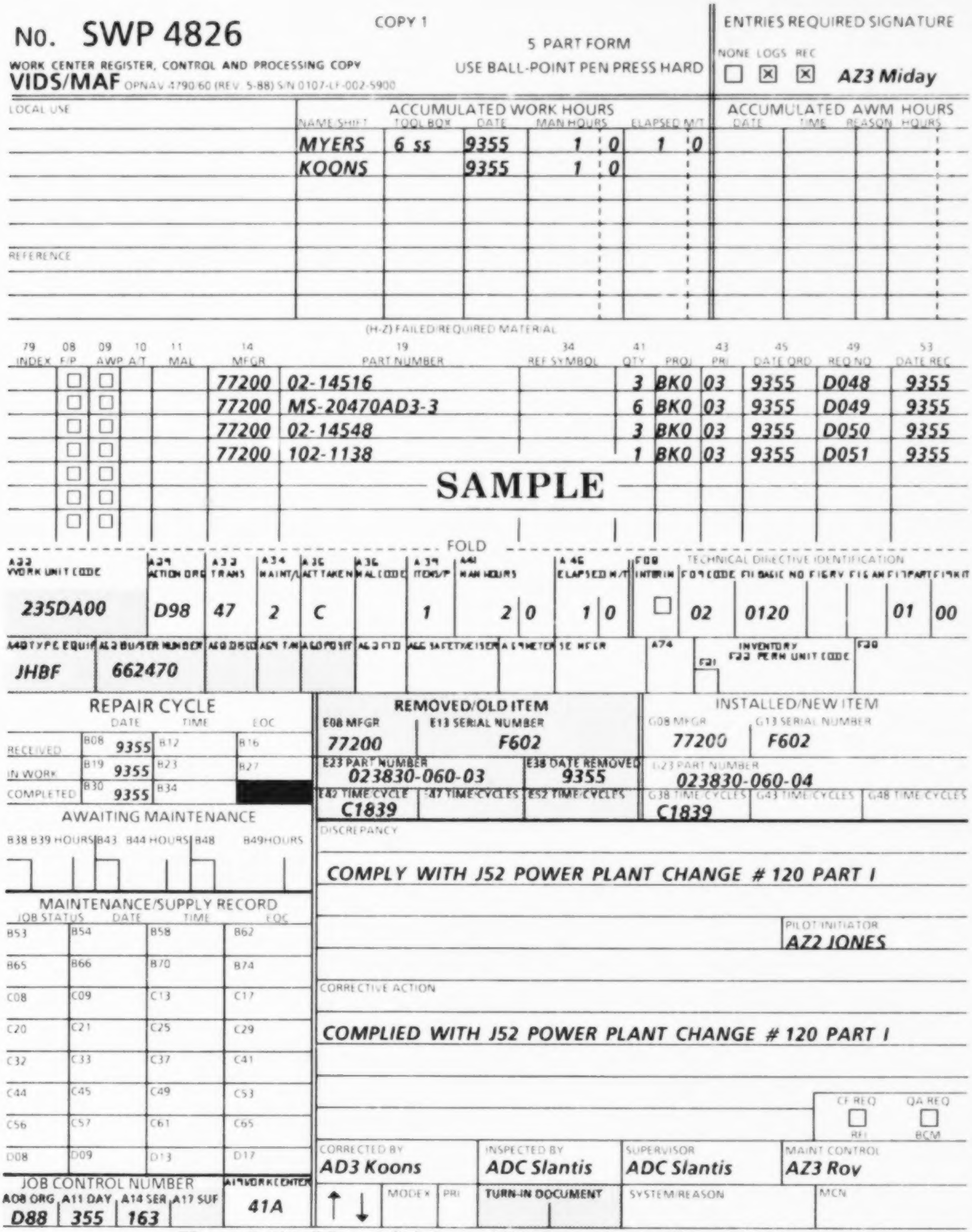
A45 - Enter the total EMT that applies.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item if applicable.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

CORRECTIVE ACTION - Enter narrative description of action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Miday

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MYERS	6 ss	9355	1 0	1 0
KOONS		9355	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			77200	02-14516		3	BK0	03	9355	D048	9355
	☐	☐			77200	MS-20470AD3-3		6	BK0	03	9355	D049	9355
	☐	☐			77200	02-14548		3	BK0	03	9355	D050	9355
	☐	☐			77200	102-1138		1	BK0	03	9355	D051	9355
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
235DA00	D98	47	2	C		1	2 0	1 0	☐	02	0120			01	00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EISER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
JHBF	662470											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9355	B12	B16
IN WORK	B19 9355	B23	B27
COMPLETED	B30 9355	B34	

REMOVED/OLD ITEM

E08 MFGR 77200

E13 SERIAL NUMBER F602

E23 PART NUMBER 023830-060-03

E38 DATE REMOVED 9355

E42 TIME/CYCLE C1839

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 77200

G13 SERIAL NUMBER F602

G23 PART NUMBER 023830-060-04

G38 TIME/CYCLES C1839

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

COMPLY WITH J52 POWER PLANT CHANGE # 120 PART I

PILOT/INITIATOR AZ2 JONES

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

COMPLIED WITH J52 POWER PLANT CHANGE # 120 PART I

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AD3 Koons

INSPECTED BY ADC Slantis

SUPERVISOR ADC Slantis

MAINT CONTROL AZ3 Roy

JOB CONTROL NUMBER

A08 ORG D88

A11 DAY 355

A14 SER 163

A17 SUF

A19 WORK CENTER 41A

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-231 I-Level Originated TD Compliance (Completed)

O-Level Request for TD Compliance Assist (Figure 9-233)

Figure 9-233 is an example of O-level entries for an IMA TD compliance assist.

The following items will be filled in at the O-level.

A22 - Enter the WUC which identifies the engine or component to which the TD applies.

A48 - Enter the TEC that identifies the type of engine to which the TD applies.

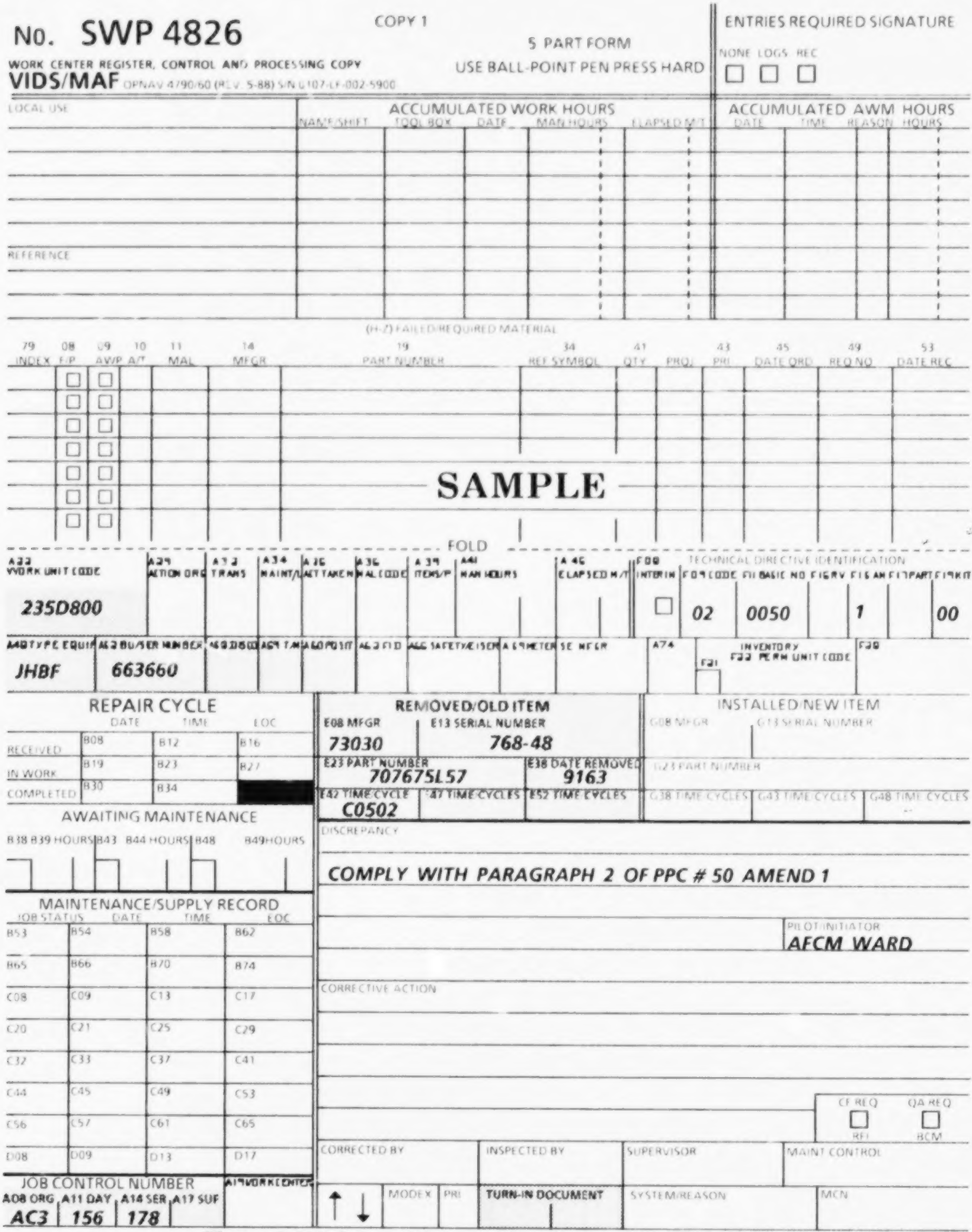
A52 - Enter the PSSN of the engine or serial number of the component to which the TD applies, otherwise enter 000000.

F08 through F19 - Enter the TD identification.

E08 through E52 - Identify the item being turned in for TD compliance assist if applicable.

A08 through A14 - Enter the next sequential JCN. The organization code will be that of the O-level activity.

DISCREPANCY BLOCK - Enter narrative description of discrepancy.



No. SWP 4826

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5 PART FORM

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ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
235D800									☐	02	0050		1		00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 JDSC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
JHBF	663660											

REPAIR CYCLE

	DATE	TIME	LOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR 73030

E13 SERIAL NUMBER 768-48

E23 PART NUMBER 707675L57

E38 DATE REMOVED 9163

E42 TIME/CYCLE C0502

E47 TIME CYCLES

E52 TIME CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES

G43 TIME CYCLES

G48 TIME CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

COMPLY WITH PARAGRAPH 2 OF PPC # 50 AMEND 1

PILOT/INITIATOR AFCM WARD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	LOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	156	178		

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-233 O-Level Request for TD Compliance Assist

O-Level Request for TD Compliance Assist (ProductionControl Entries) (Figure 9-235)

Figure 9-235 is an example of the entries required by production control for an O-level TD compliance assist.

ENTRIES REQUIRED SIGNATURE - Check LOGS and/or REC boxes.

A29 - Enter the appropriate I-level organization code.

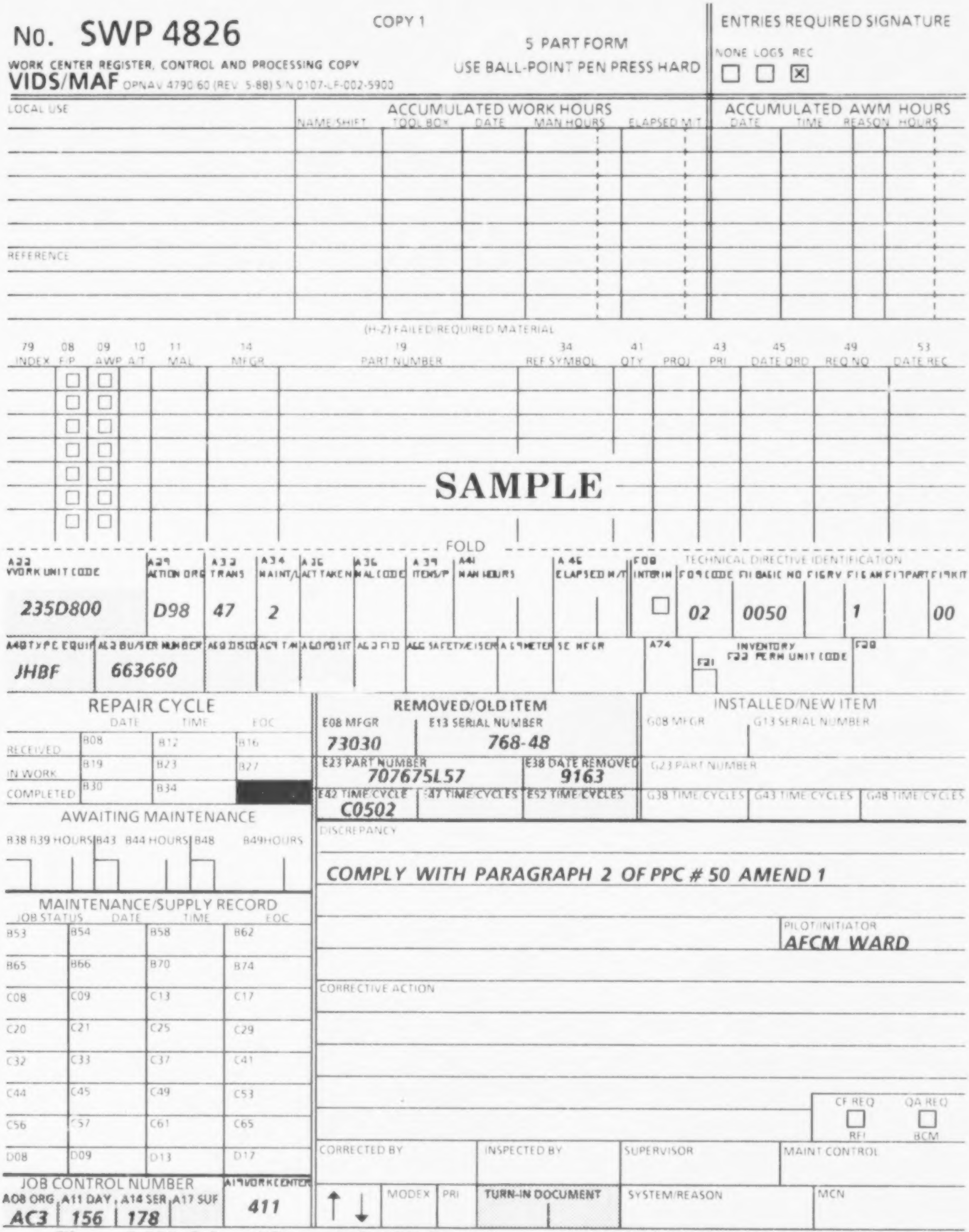
A32 - Transaction code; must be 41 or 47 as appropriate (Appendix P).

A34 - Maintenance level; must be 2.

A19 - Enter the appropriate work center code (Appendix D).

NOTE

Production control will initiate a separate VIDS/MAF for each work center involved, using the same JCN as the control document.



No. SWP 4826

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5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐				SAMPLE							
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F19 KIT
235D800	D98	47	2						☐	02	0050		1		00

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHBF	663660											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
73030	768-48	
E23 PART NUMBER 707675L57		E38 DATE REMOVED 9163
E42 TIME/CYCLE C0502	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

COMPLY WITH PARAGRAPH 2 OF PPC # 50 AMEND 1

PILOT/INITIATOR
AFCM WARD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	156	178		411

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 9-235 O-Level Request for TD Compliance Assist (Production Control Entries)

O-Level Request for TD Compliance Assist (Completed) (Figure 9-237)

Figure 9-237 is an example of a completed VIDS/MAF for an O-level TD compliance assist.

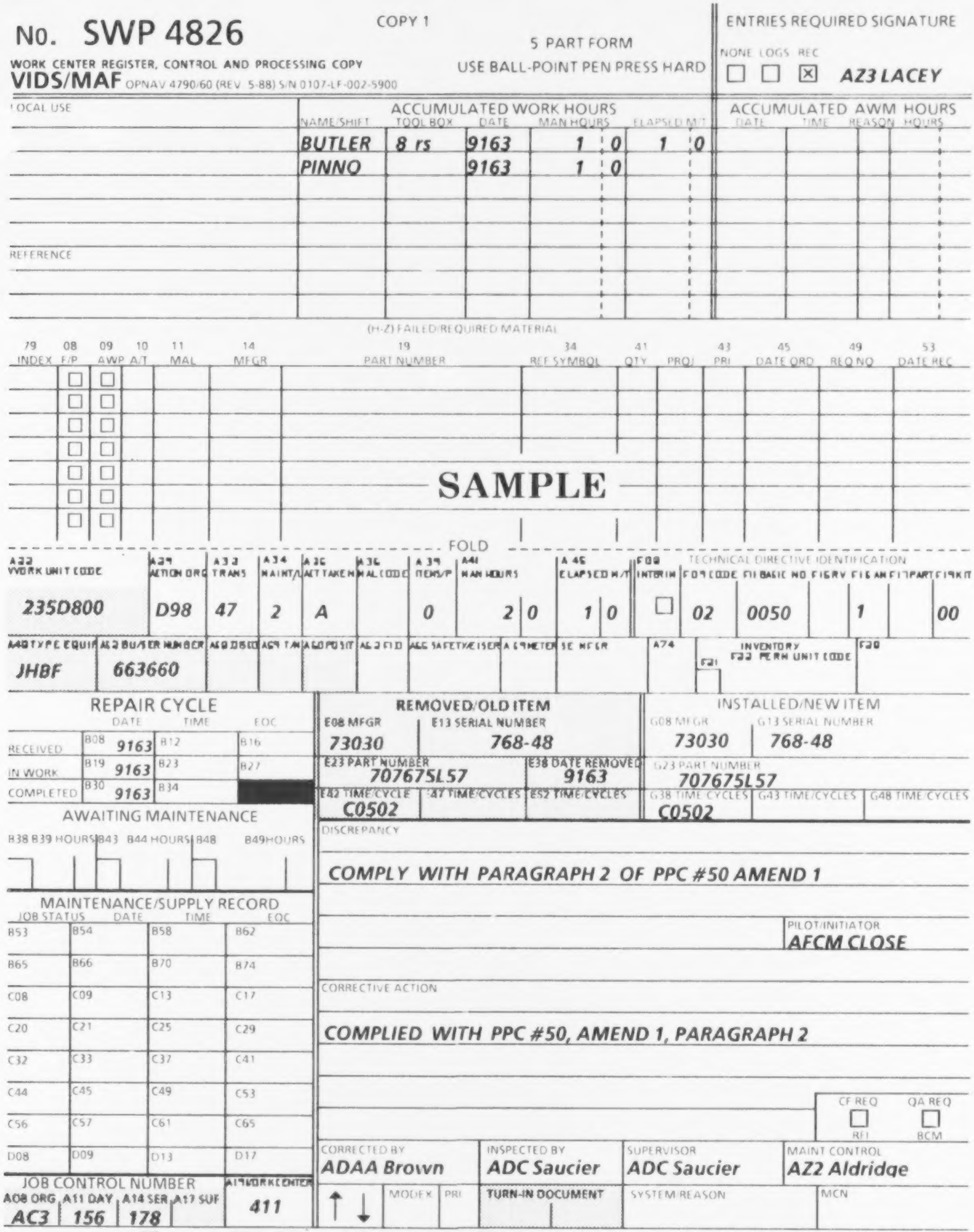
ENTRIES REQUIRED SIGNATURE - Enter name/rate to certify all applicable log/records have had appropriate entries made.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A35 -	Enter the appropriate TD status code (Appendix J).
A39 -	Items processed, must be 0.
A41 -	Enter the total number of man-hours expended to complete the job.
A45 -	Enter the total EMT that applies.
B08, B19 & B30 -	Enter the Julian dates the work was received, started, and completed.
G08 through G48 -	Enter the appropriate data for the installed/new item if applicable.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 LACEY

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BUTLER	8 rs	9163	1 0	1 0
PINNO		9163	1 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
235D800	D98	47	2	A		0	2 0	1 0	☐	02	0050		1		00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 JDBCD	A49 TM	A50 POSIT	A52 FID	A55 SAFETY/E ISER	A59 METER	SE MFGR	A74	F21	F22 INVENTORY PERM UNIT CODE	F20
JHBF	663660											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9163	B12	B16
IN WORK	B19 9163	B23	B27
COMPLETED	B30 9163	B34	

REMOVED/OLD ITEM

E08 MFGR 73030

E13 SERIAL NUMBER 768-48

E23 PART NUMBER 707675L57

E38 DATE REMOVED 9163

E42 TIME/CYCLE C0502

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 73030

G13 SERIAL NUMBER 768-48

G23 PART NUMBER 707675L57

G38 TIME CYCLES C0502

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPLY WITH PARAGRAPH 2 OF PPC #50 AMEND 1

PILOT/INITIATOR AFCM CLOSE

CORRECTIVE ACTION

COMPLIED WITH PPC #50, AMEND 1, PARAGRAPH 2

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
ADAA Brown	ADC Saucier	ADC Saucier	AZ2 Aldridge

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	156	178		411

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-237 O-Level Request for TD Compliance Assist (Completed)

9.5.5 Modular Engine Repair

a. Figures 9-239 through 9-265 are examples of repairs on modular engines and associated components.

b. Figures 9-267 through 9-283 are examples of major inspections performed on modular engines.

c. Figures 9-287 through 9-295 are examples of TD compliance on modular engines, modules, and their associated components.

d. The TEC block A48 will reflect the equipment category and model/series of the engine. For modules, the engine application series (fourth position) will be X, such as, F404-GE-400 module would be TXAX.

O-Level Turn-In Control Document for Engine Repair (Modular Engine) (Figure 9-239)

Figure 9-239 is an example of an O-level turn-in control document for a modular engine repair. O-level will complete the following:

A22 - Enter WUC for the engine.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - Enter the applicable when discovered code (Appendix R).

A59 - Enter the appropriate type maintenance code (Appendix H).

A60 - Enter the PSI (if applicable).

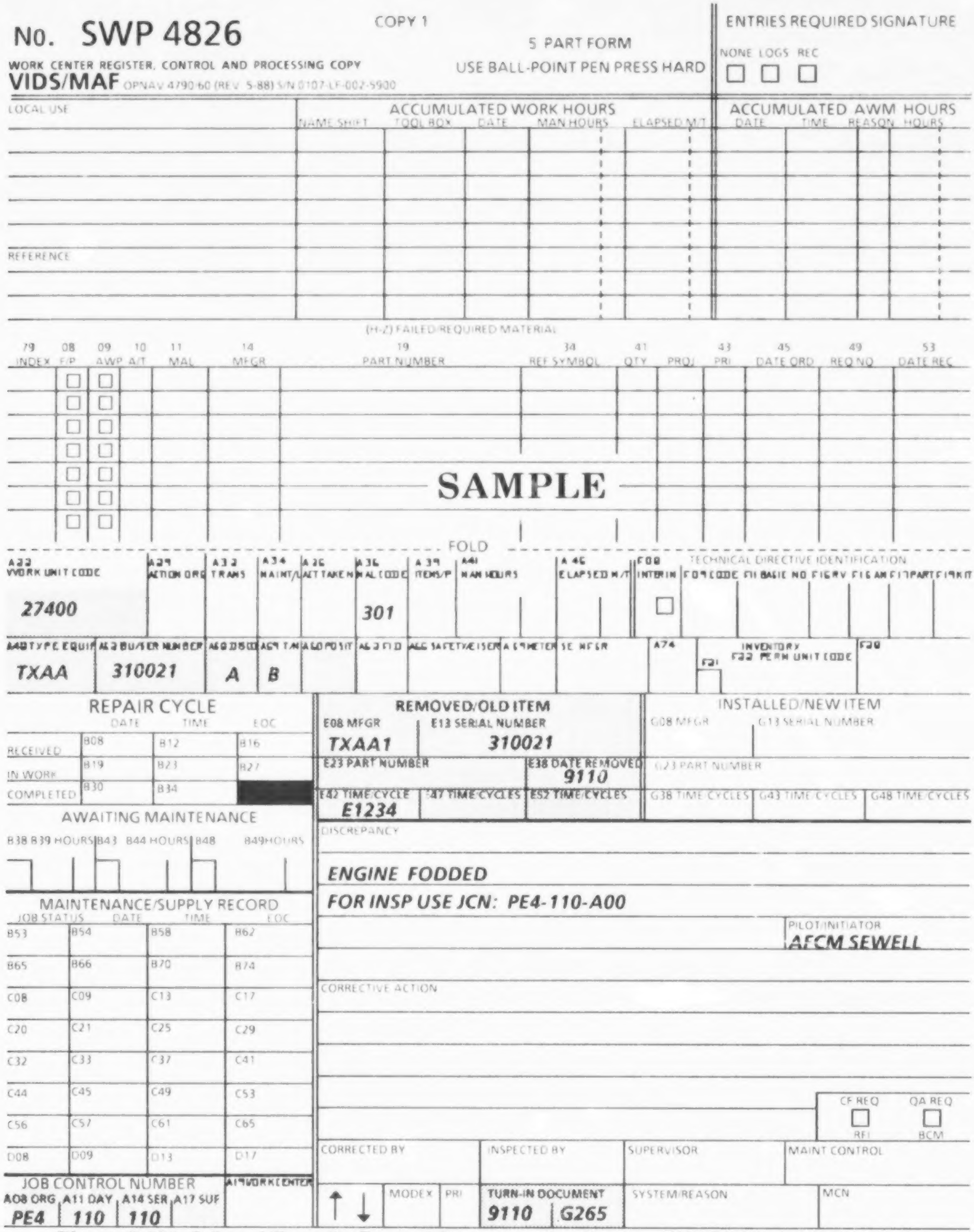
A65 - Enter the appropriate safety/EI number (if applicable).

E08 through E52 - Reflects the PSSN as a removed component on the control document only. Leave E23 blank.

A08 through A14 - Enter the next sequential JCN.

DISCREPANCY - Enter narrative description of the discrepancy and initiator. Provide inspection JCN for IMA use.

TURN-IN DOCUMENT - Transcribe the data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

☐ ☐

☐ ☐

☐ ☐

☐ ☐

☐ ☐

☐ ☐

☐ ☐

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
27400					301				☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A49 T/M	A50 POSIT	A53 FID	A55 SAFETY/E ISER	A 59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	A	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: TXAA1

E13 SERIAL NUMBER: 310021

E23 PART NUMBER

E38 DATE REMOVED: 9110

E42 TIME/CYCLE: E1234

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

ENGINE FODDED

FOR INSP USE JCN: PE4-110-A00

PILOT/INITIATOR: AFCM SEWELL

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG: PE4

A11 DAY: 110

A14 SER: 110

A17 SUF

A19 WORK CENTER

↑ ↓ MODEX | PRI

TURN-IN DOCUMENT: 9110 G265

SYSTEM/REASON

MCN

Figure 9-239 O-Level Turn-In Control Document for Engine Repair (Modular Engine)

Fix-In-Place (Not Requiring Material) (Figure 9-241)

Figure 9-241 is an example of a supporting VIDS/MAF for a fix-in-place repair action on a modular engine not requiring material.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Enter the specific WUC for the item being repaired.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

A60 - PSI if applicable.

A65 - Appropriate safety/EI (if applicable).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

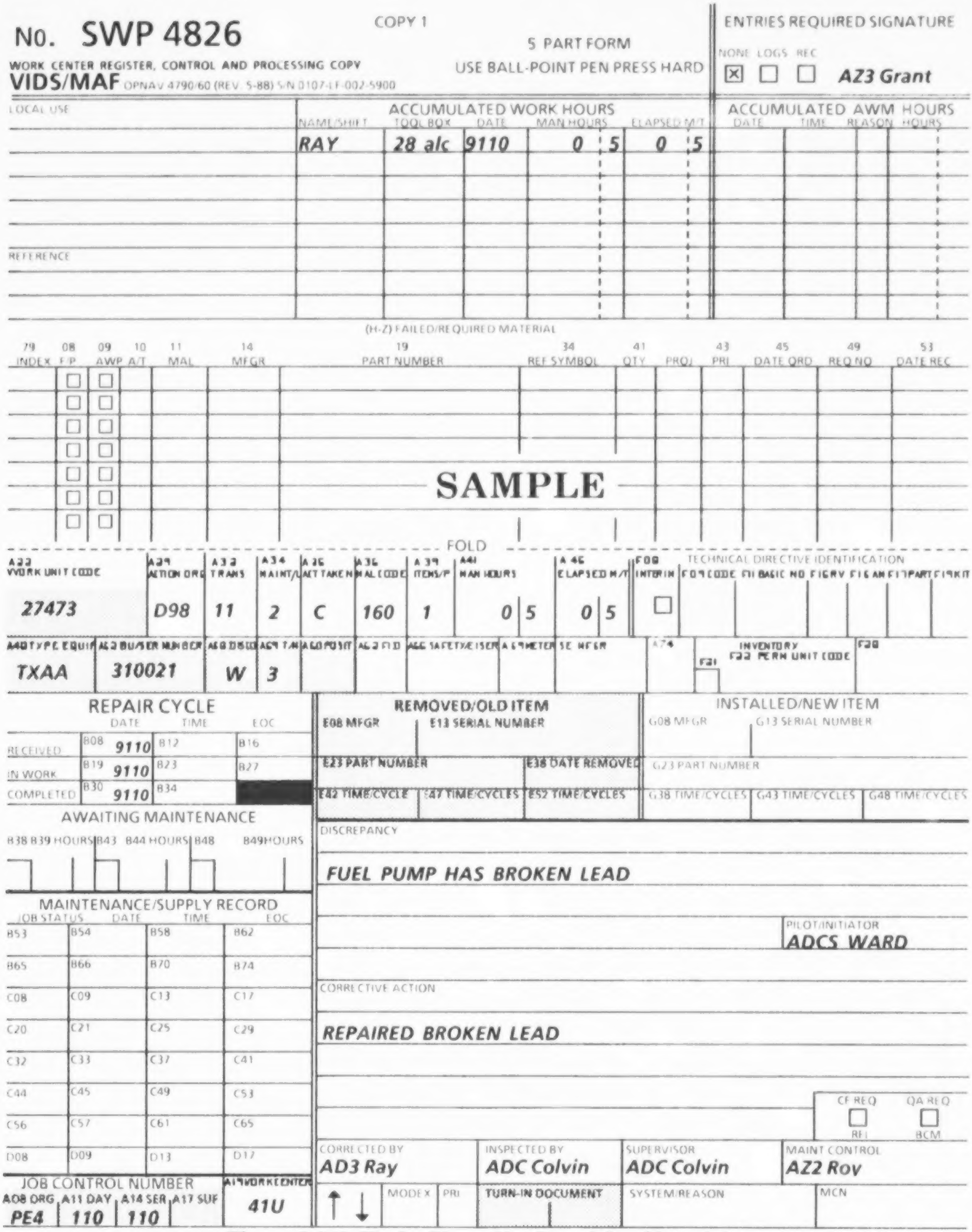
A08 through A14 - Same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter a narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826 COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM
USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE
NONE ☒ LOGS ☐ REC ☐ AZ3 Grant

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
RAY	28 alc	9110	0 5	0 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
27473	D98	11	2	C	160	1	0 5	0 5	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 T/M	A50 POSIT	A62 FID	A66 SAFETY/EISER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	W	3									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9110	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER
E23 PART NUMBER | E38 DATE REMOVED
E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER
G23 PART NUMBER
G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

FUEL PUMP HAS BROKEN LEAD

PILOT/INITIATOR
ADCS WARD

CORRECTIVE ACTION

REPAIRED BROKEN LEAD

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Ray	ADC Colvin	ADC Colvin	AZ2 Rov

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110		41U

↑ ↓ MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-241 Fix-In-Place (Not Requiring Material)

Fix-In-Place (Requiring Material) (Figure 9-243)

Figure 9-243 is an example of a supporting VIDS/MAF for a fix-in-place repair action on a modular engine requiring material.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Document failed parts, identify parts that caused AWP during repair, and/or record supply requisitions.

A22 - Enter the specific WUC for the item being repaired.

A29 - Enter the appropriate I-level organization code.

A32 - Enter Transaction Code 12 when material is being indexed in block 79 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours required to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

A60 - PSI (if applicable).

A65 - Appropriate safety/EI number (if applicable).

B08, B19 & B30 - Enter Julian dates the work was received, started, and complete.

B53 through D17 - Make the appropriate entries (if applicable).

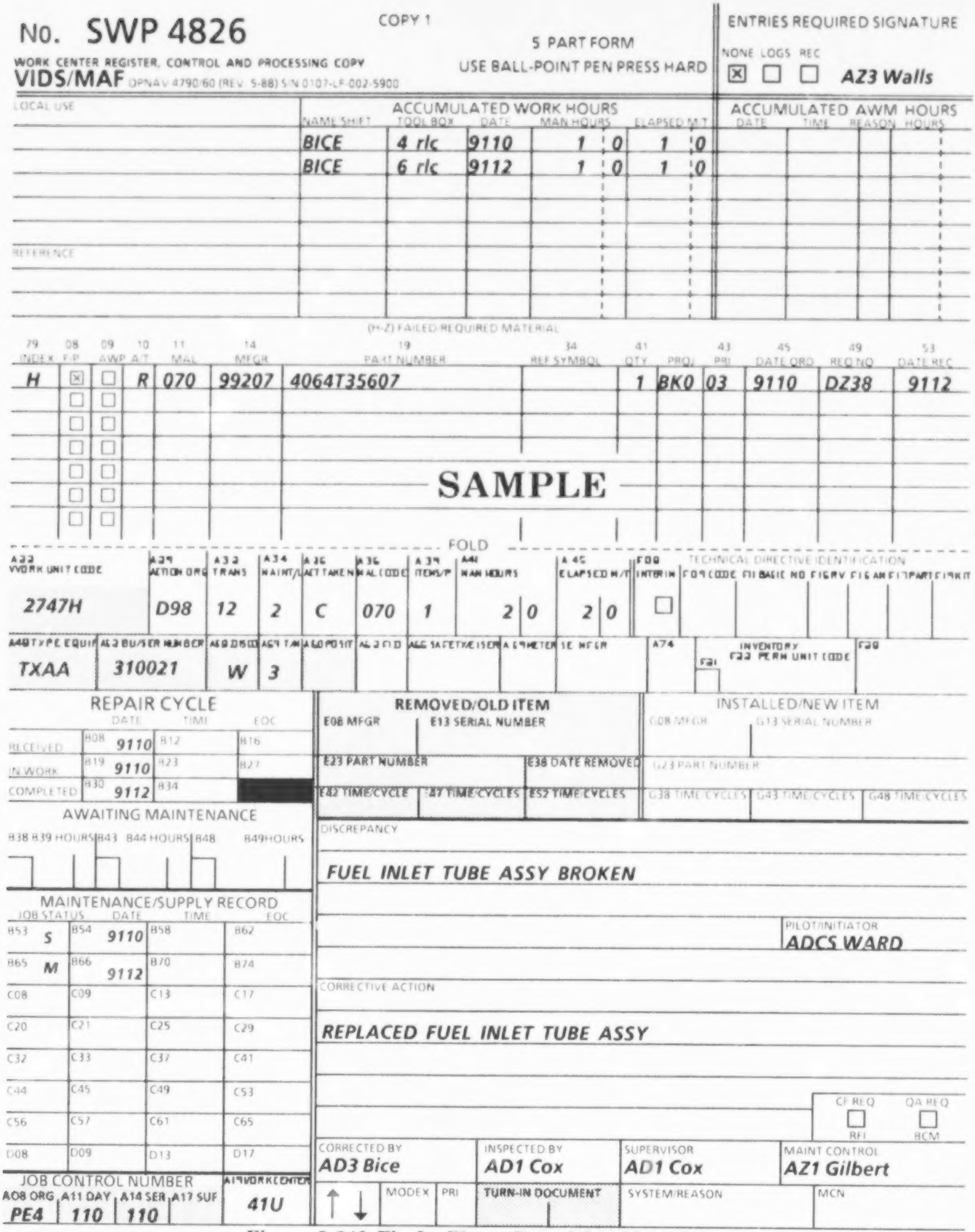
A08 through A14 - Same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter a narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 Walls

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BICE	4 r/c	9110	1 0	1 0
BICE	6 r/c	9112	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	R	070	99207	4064T35607		1	BK0	03	9110	DZ38	9112
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
2747H	D98	12	2	C	070	1	2 0	2 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	W	3									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9112	B34	

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

FUEL INLET TUBE ASSY BROKEN

PILOT/INITIATOR ADCS WARD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9110	B58	B62
B65 M	B66 9112	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REPLACED FUEL INLET TUBE ASSY

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Bice	AD1 Cox	AD1 Cox	AZ1 Gilbert

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110		41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-243 Fix-In-Place (Requiring Material)

Removal/Replacement of a Repairable Subassembly With No Repairable Sub-Subassemblies (Figure 9-245)

Figure 9-245 is an example of a removal/replacement of a repairable subassembly with no repairable sub-subassemblies.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

A60 - PSI (if applicable).

A65 - Appropriate safety/EI number (if applicable).

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

A08 through A14 - Enter the assigned JCN.

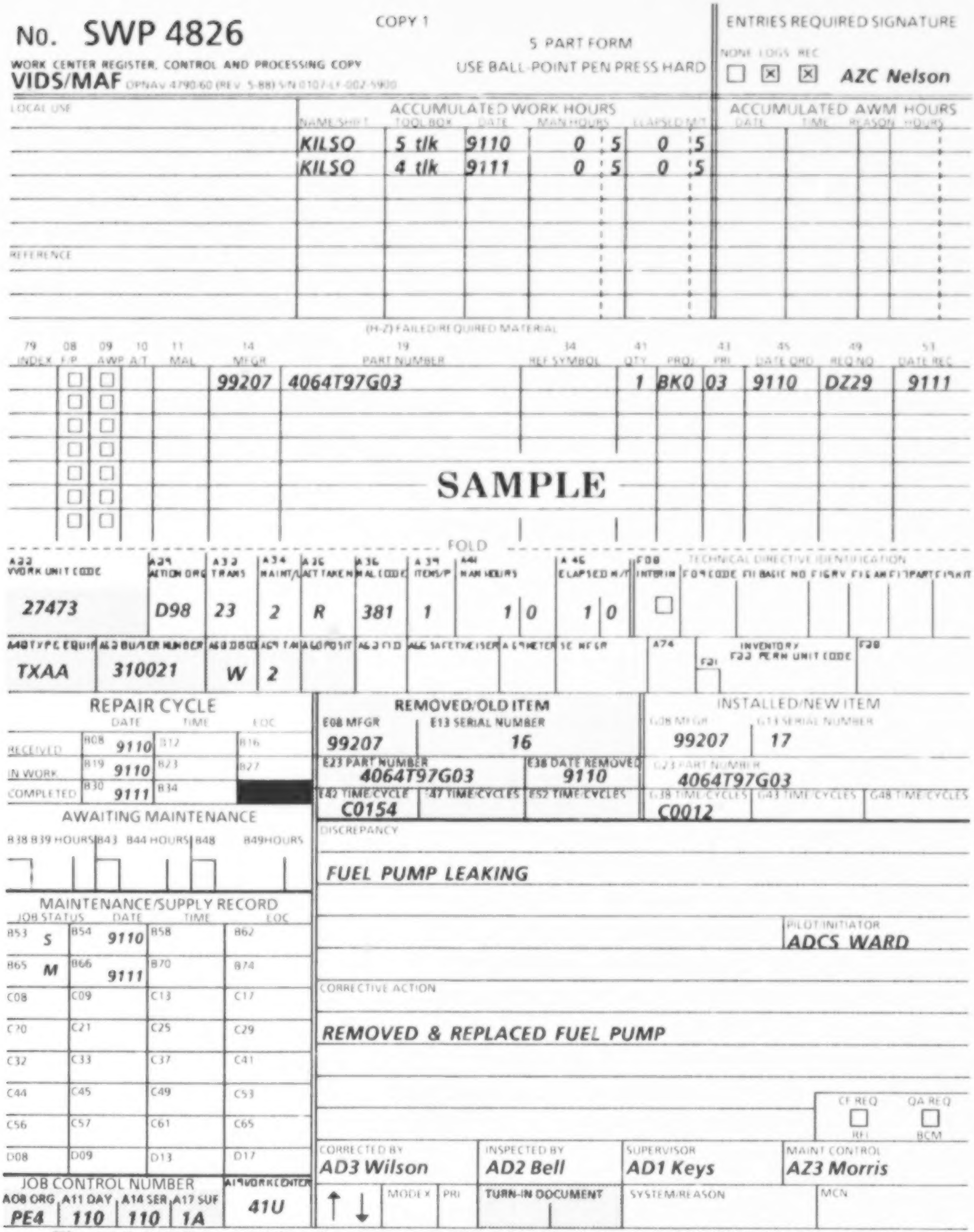
A17 - Enter a suffix beginning with 1A for the first supporting VIDS/MAF and continuing with 1B, 1C, etc., as described in Chapter 2.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5-PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZC Nelson

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
KILSO	5 tlk	9110	0.5	0.5
KILSO	4 tlk	9111	0.5	0.5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99207	4064T97G03		1	BK0	03	9110	DZ29	9111
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27473	D98	23	2	R	381	1	1.0	1.0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 OBCD	A59 TM	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	W	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9111	B34	

REMOVED/OLD ITEM

E08 MFGR 99207

E13 SERIAL NUMBER 16

E23 PART NUMBER 4064T97G03

E38 DATE REMOVED 9110

E42 TIME/CYCLE C0154

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 99207

G13 SERIAL NUMBER 17

G23 PART NUMBER 4064T97G03

G38 TIME/CYCLES C0012

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

FUEL PUMP LEAKING

PILOT/INITIATOR ADCS WARD

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9110	B58	B62
B65 M	B66 9111	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED & REPLACED FUEL PUMP

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Wilson	AD2 Bell	AD1 Keys	AZ3 Morris

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A1 WORKCENTER
PE4	110	110	1A	41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-245 Removal/Replacement of a Repairable Subassembly With No Repairable Sub-Subassemblies

Removal/Replacement of Repairable Modules/Components With Repairable Sub-Subassemblies (Figure 9-247)

Figure 9-247 is an example of a supporting VIDS/MAF for a removal/replacement of repairable modules/components with repairable sub-subassemblies.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

A60 - PSI (if applicable).

A65 - Appropriate safety/EI number (if applicable).

B08, B19, & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

A08 through A14 - Enter the same JCN as on the control document.

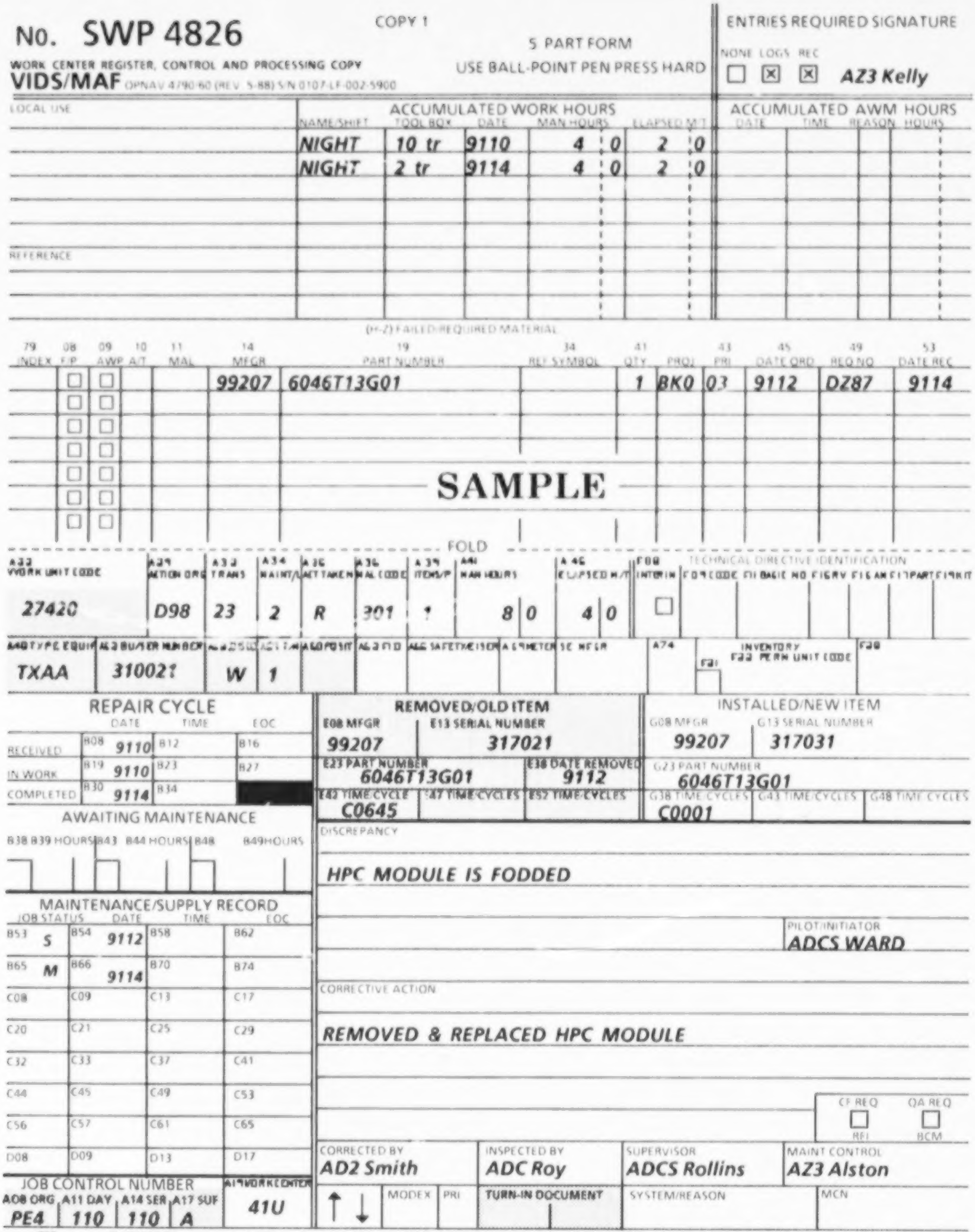
A17 - Enter a suffix beginning with A for the first supporting VIDS/MAF and continuing with B, C, etc., as described in Chapter 2.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Kelly

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
NIGHT	10 tr	9110	4.0	2.0
NIGHT	2 tr	9114	4.0	2.0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99207	6046T13G01		1	BK0	03	9112	DZ87	9114

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM
27420	D98	23	2	R	301	1	8.0	4.0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE, F11 BASIC NO, F16 REV, F16 AM, F17 PART, F19 KIT

A01 TYPE EQUIP	A02 BU/SER NUMBER	A…	A…	A… POSIT	A… FID	A… SAFETY/EISER	A… METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9114	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9112	B58	B62
B65 M	B66 9114	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR: 99207
E13 SERIAL NUMBER: 317021
E23 PART NUMBER: 6046T13G01
E38 DATE REMOVED: 9112
E42 TIME/CYCLE: C0645
E47 TIME/CYCLES:
E52 TIME/CYCLES:

INSTALLED/NEW ITEM

G08 MFGR: 99207
G13 SERIAL NUMBER: 317031
G23 PART NUMBER: 6046T13G01
G38 TIME/CYCLES: C0001
G43 TIME/CYCLES:
G48 TIME/CYCLES:

DISCREPANCY

HPC MODULE IS FODDED

PILOT/INITIATOR: ADCS WARD

CORRECTIVE ACTION

REMOVED & REPLACED HPC MODULE

CF REQ ☐ RFI
QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Smith	ADC Roy	ADCS Rollins	AZ3 Alston

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110	A	41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-247 Removal/Replacement of Repairable Modules/Components With Repairable Sub-Subassemblies

Engine Repair Control Document (Completed) (Figure 9-249)

Figure 9-249 is an example of a completed engine repair control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the man-hours required to complete the action that has not been previously documented on supporting documents.

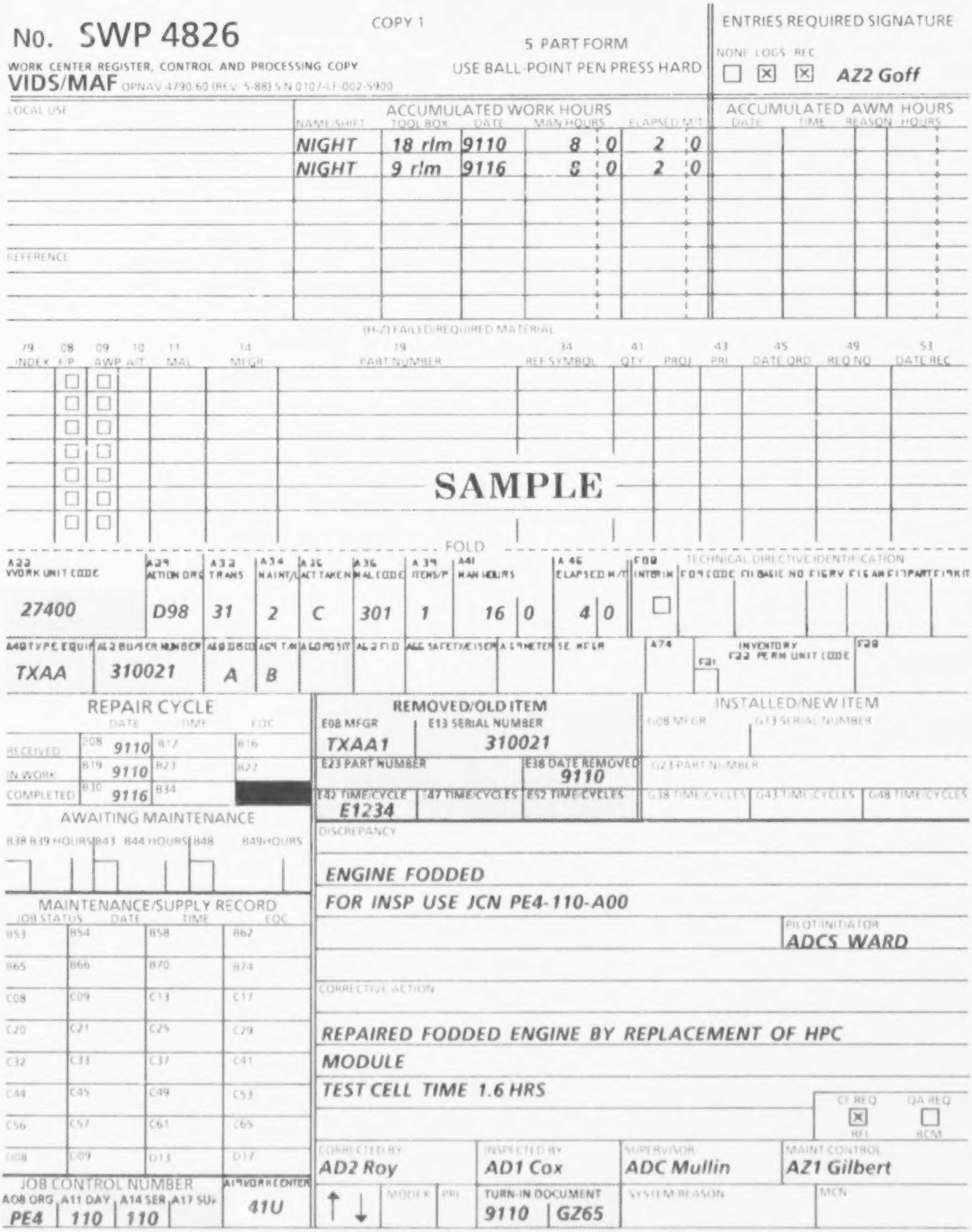
A45 - Enter the EMT required to complete the action.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter narrative description of corrective action taken. This section may also be used to report test cell run time. Indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Goff

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
NIGHT	18 rlm	9110	8	0	2	0
NIGHT	9 rlm	9116	8	0	2	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A46 ELAPSED M/T		F08 INTERIM	F09 CODE	F11 BASIC NO	F18 REV	F16 AM	F17 PART	F19 KIT
27400	D98	31	2	C	301	1	16	0	4	0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58	A59	A60 POSIT	A62 FID	A66 SAFETY/EI SER	METER	SE MFGR	A74	F31	INVENTORY F32 PERM UNIT CODE	F38
TXAA	310021	A	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9116	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110		41U

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
TXAA1	310021	
E23 PART NUMBER		E38 DATE REMOVED 9110
E42 TIME/CYCLE E1234	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

ENGINE FODDED

FOR INSP USE JCN PE4-110-A00

PILOT/INITIATOR ADCS WARD

CORRECTIVE ACTION

REPAIRED FODDED ENGINE BY REPLACEMENT OF HPC

MODULE

TEST CELL TIME 1.6 HRS

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Roy	AD1 Cox	ADC Mullin	AZ1 Gilbert

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM REASON	MCN
			9110	GZ65		

Figure 9-249 Engine Repair Control Document (Completed)

Turn-In of Repairable Module With Repairable Sub-Subassemblies (Figure 9-251)

Figure 9-251 is an example of a turn-in VIDS/MAF for a repairable module with repairable sub-subassemblies.

A22 - Enter the specific WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC for the engine module with an X in the fourth position.

A52 - Enter the serial number of the module.

A58 - Same as removal/replacement VIDS/MAF.

A59 - Same as removal/replacement VIDS/MAF.

A60 - Enter the PSI (if applicable).

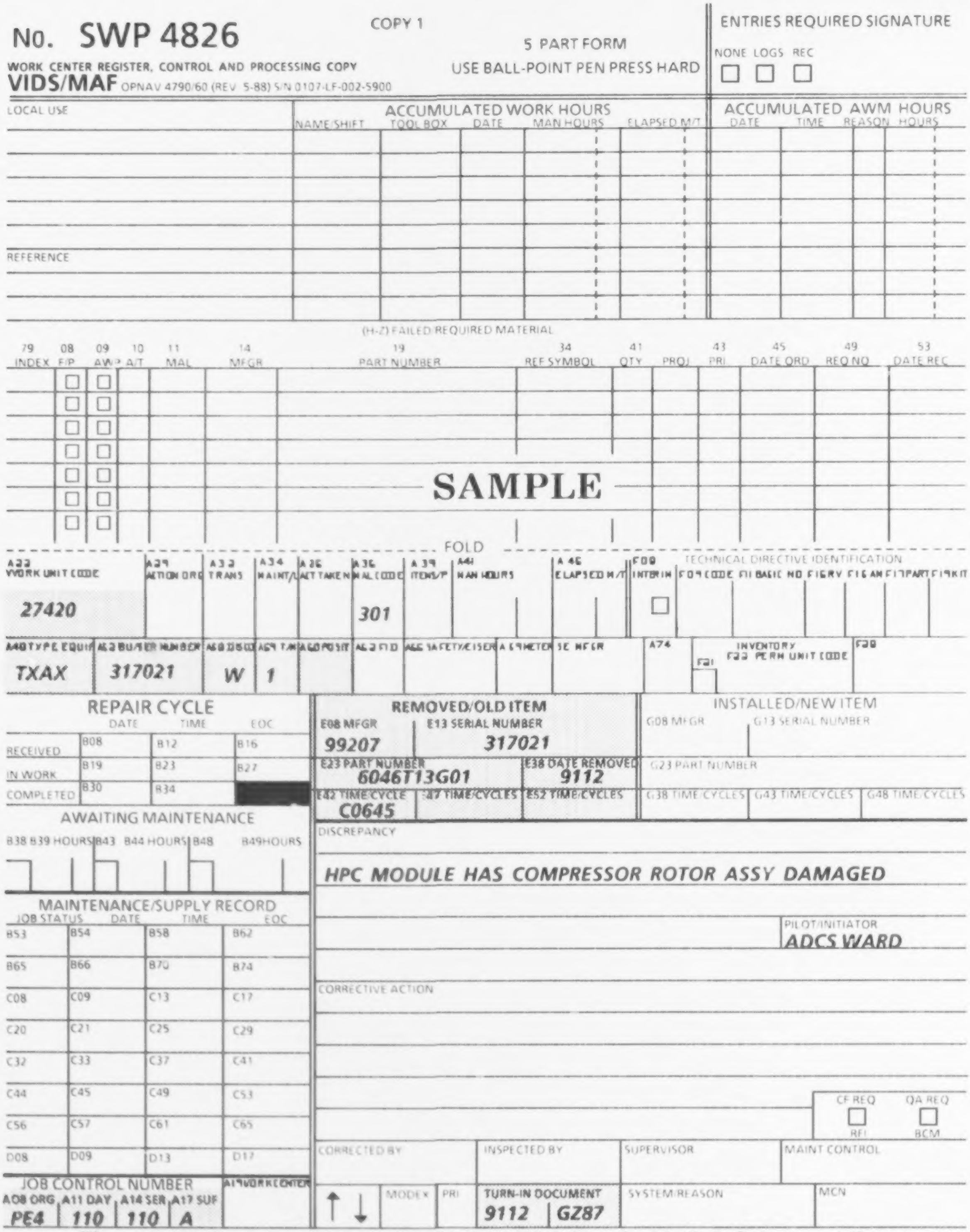
A65 - Enter the safety/EI number (if applicable).

E08 through E52 - Same as removal/replacement VIDS/MAF.

A08 through A17 - Same as removal/replacement VIDS/MAF.

DISCREPANCY - Enter narrative description of discrepancy and initiator.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE: 27420

A29 ACTION ORG

A33 TRANS

A34 MAINT/L

A35 ACT TAKEN

A36 MAL CODE: 301

A39 ITEMS/P

A41 MAN HOURS

A46 ELAPSED M/T

F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F18 REV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP: TXAX

A42 BU/SER NUMBER: 317021

A48 DISCOV: W

A49 TM: 1

A50 POSIT

A52 FID

A55 SAFETY/EI SER

A59 METER

SE MFGR

A74

F21 ☐

INVENTORY F22 PERM UNIT CODE

F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: 99207

E13 SERIAL NUMBER: 317021

E23 PART NUMBER: 6046T13G01

E38 DATE REMOVED: 9112

E42 TIME/CYCLE: C0645

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

HPC MODULE HAS COMPRESSOR ROTOR ASSY DAMAGED

PILOT/INITIATOR: ADCS WARD

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY

INSPECTED BY

SUPERVISOR

MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG: PE4 | A11 DAY: 110 | A14 SER: 110 | A17 SUF: A

A19 WORKCENTER

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT: 9112 | GZ87

SYSTEM/REASON

MCN

Figure 9-251 Turn-In of Repairable Module With Repairable Sub-Subassemblies

Removal/Replacement of a Repairable Sub-Subassembly From a Module (Figure 9-253)

Figure 9-253 is an example of a supporting VIDS/MAF for a removal/replacement of a repairable sub-subassembly from a module.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies to the maintenance action.

A48 - Enter the TEC for the engine module with fourth position X.

A52 - Enter the module serial number.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

A60 - PSI if applicable.

A65 - Appropriate safety/EI number if applicable.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

A08 through A14 - Enter the same JCN as on the control document.

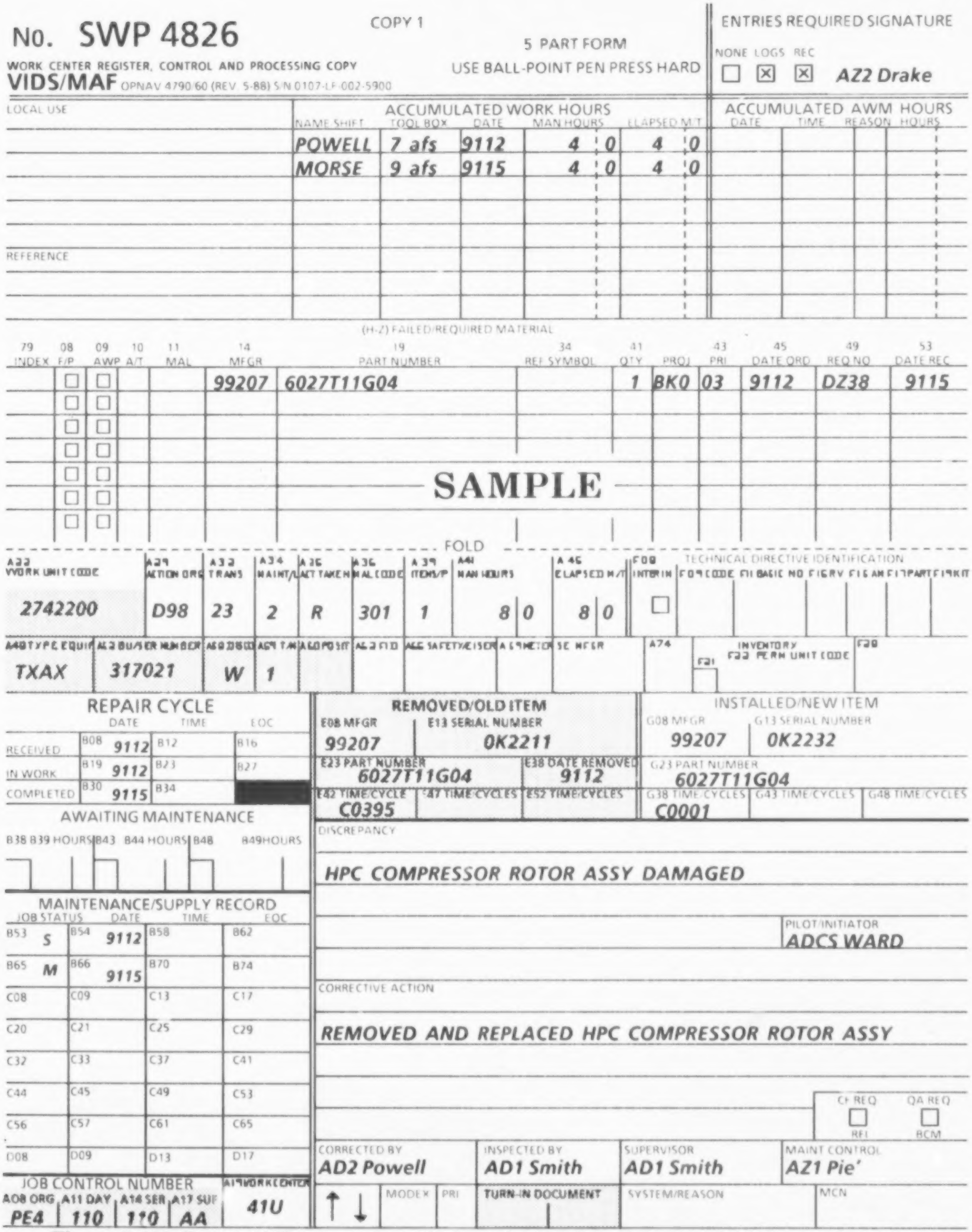
A17 - Enter a suffix beginning with AA for the first supporting VIDS/MAF and continuing with AB, AC, etc., as described in Chapter 2.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Drake

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
POWELL	7 afs	9112	4	0	4	0
MORSE	9 afs	9115	4	0	4	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99207	6027T11G04		1	BK0	03	9112	DZ38	9115
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIN	F09 CODE	F11 BASIC NO	F14 RV	F16 AM	F17 PART	F19 KIT
2742200	D98	23	2	R	301	1	8	0	8	0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EISER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9112	B12	B16
IN WORK	B19 9112	B23	B27
COMPLETED	B30 9115	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99207	0K2211	
E23 PART NUMBER 6027T11G04		E38 DATE REMOVED 9112
E42 TIME/CYCLE C0395	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
99207	0K2232	
G23 PART NUMBER 6027T11G04		
G38 TIME/CYCLES C0001	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9112	B58	B62
B65 M	B66 9115	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

HPC COMPRESSOR ROTOR ASSY DAMAGED

PILOT/INITIATOR ADCS WARD

CORRECTIVE ACTION

REMOVED AND REPLACED HPC COMPRESSOR ROTOR ASSY

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Powell	AD1 Smith	AD1 Smith	AZ1 Pie'

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110	AA	41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-253 Removal/Replacement of a Repairable Sub-Subassembly From a Module

Module Repair (Completed) (Figure 9-255)

Figure 9-255 is an example of a completed VIDS/MAF for a module repair.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job that has not been previously documented on supporting documents.

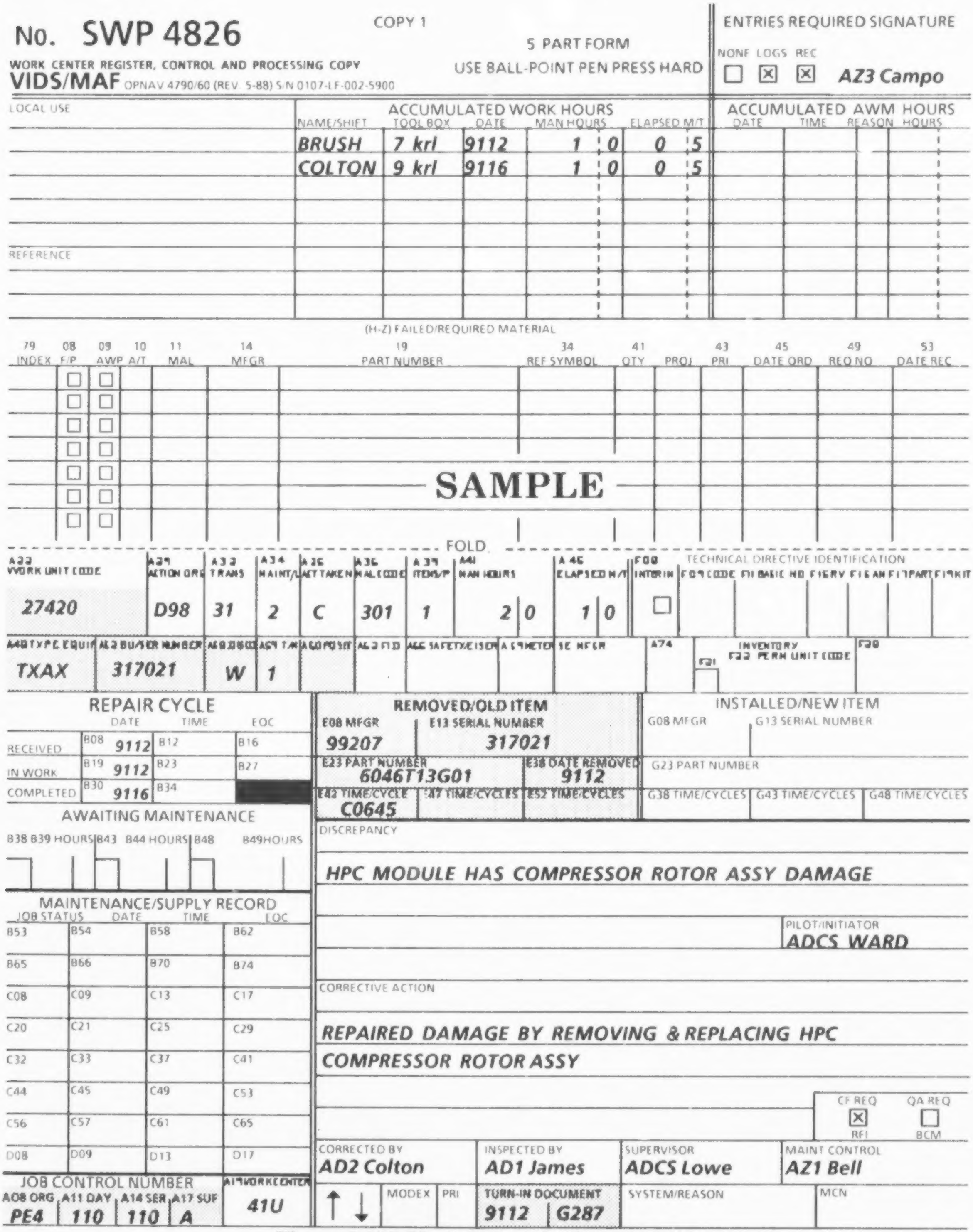
A45 - Enter the total EMT that applies to the maintenance action.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

A19 - Enter the work center code for the work center expending the man-hours (Appendix D).

CORRECTIVE ACTION - Enter narrative description of corrective action taken and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Campo

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BRUSH	7 krl	9112	1.0	0.5
COLTON	9 krl	9116	1.0	0.5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F18 AM	F17 PART	F19 KIT
27420	D98	31	2	C	301	1	2.0	1.0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50	A51	A60 POSIT	A63 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9112	B12	B16
IN WORK	B19 9112	B23	B27
COMPLETED	B30 9116	B34	

REMOVED/OLD ITEM

E08 MFGR 99207

E13 SERIAL NUMBER 317021

E23 PART NUMBER 6046T13G01

E38 DATE REMOVED 9112

E42 TIME/CYCLE C0645

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

HPC MODULE HAS COMPRESSOR ROTOR ASSY DAMAGE

PILOT/INITIATOR ADCS WARD

CORRECTIVE ACTION

REPAIRED DAMAGE BY REMOVING & REPLACING HPC COMPRESSOR ROTOR ASSY

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY AD2 Colton

INSPECTED BY AD1 James

SUPERVISOR ADCS Lowe

MAINT CONTROL AZ1 Bell

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110	A	41U

↑ ↓ MODEX PRI

TURN-IN DOCUMENT 9112 G287

SYSTEM/REASON

MCN

Figure 9-255 Module Repair (Completed)

Turn-In of a Repairable Sub-Subassembly From a Repairable Component (Figure 9-257)

Figure 9-257 is an example of a turn-in VIDS/MAF for a repairable sub-subassembly from a repairable component.

A22 - Enter the specific WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC for the engine module with an X in the fourth position.

A52 - Enter the module serial number.

A58 - Same as removal/replacement VIDS/MAF.

A59 - Same as removal/replacement VIDS/MAF.

A60 - Enter PSI if applicable.

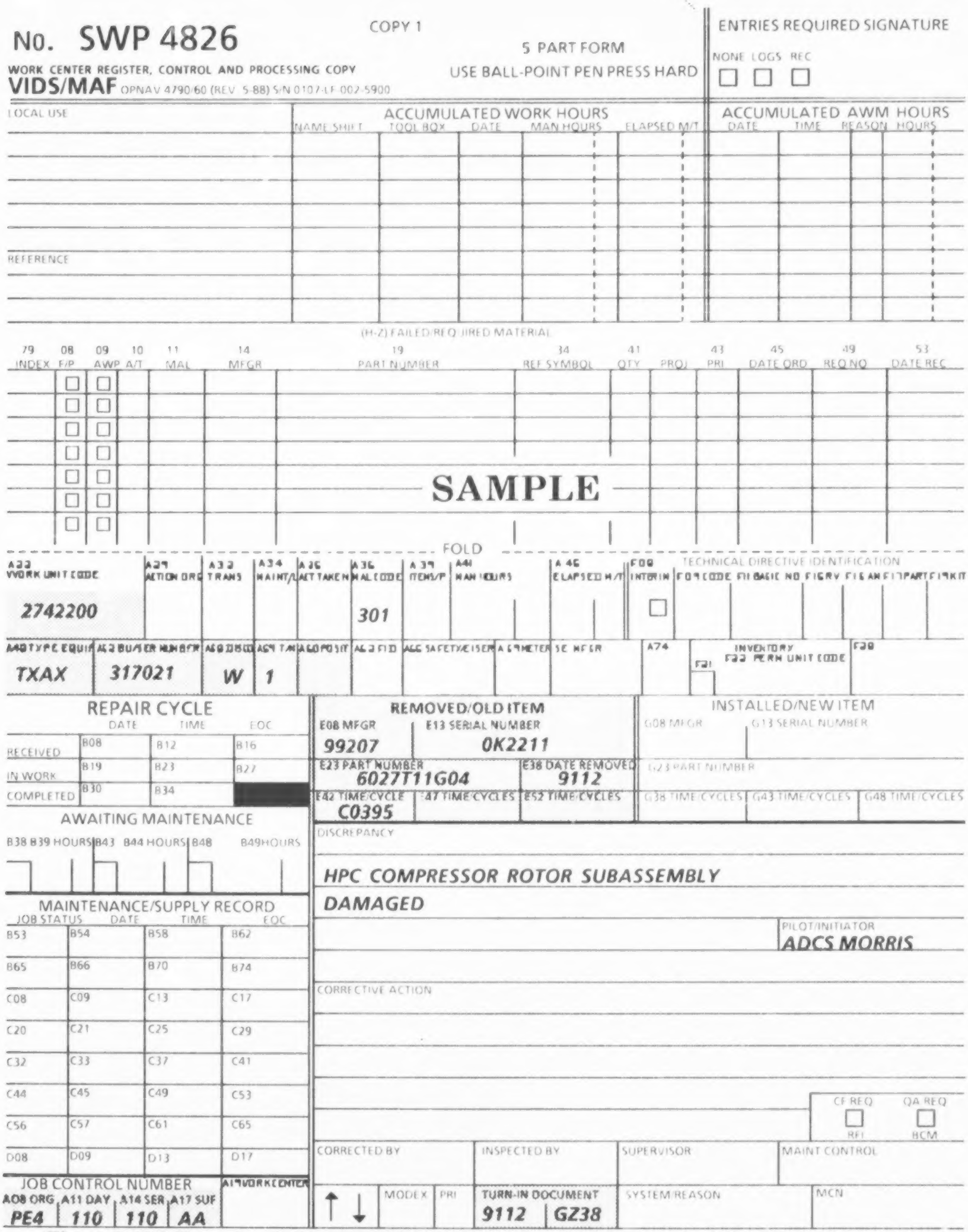
A65 - Enter the appropriate safety/EI number if applicable.

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

A08 through A17 - Same as removal/replacement VIDS/MAF.

DISCREPANCY - Enter narrative description of discrepancy.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE: 2742200

A29 ACTION ORG

A33 TRANS

A34 MAINT/L

A35 ACT TAKEN

A36 MAL CODE: 301

A39 ITEMS/P

A41 MAN HOURS

A46 ELAPSED M/T

F08 INTERIM ☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 REV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP: TXAX

A43 BU/SER NUMBER: 317021

A49 DISCO: W

A51 TM: 1

A52 POSIT

A53 FID

A55 SAFETY/EI SER

A67 METER

SE MFGR

A74

F21

INVENTORY F22 PERM UNIT CODE

F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR: 99207

E13 SERIAL NUMBER: 0K2211

E23 PART NUMBER: 6027T11G04

E38 DATE REMOVED: 9112

E42 TIME/CYCLE: C0395

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

HPC COMPRESSOR ROTOR SUBASSEMBLY

DAMAGED

PILOT/INITIATOR: ADCS MORRIS

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG: PE4

A11 DAY: 110

A14 SER: 110

A17 SUF: AA

A19 WORK CENTER

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT: 9112 GZ38

SYSTEM/REASON

MCN

Figure 9-257 Turn-In of a Repairable Sub-Subassembly From a Repairable Component

Removal/Replacement of a Repairable Sub-Subassembly From a Component Subassembly (Figure 9-259)

Figure 9-259 is an example of a supporting VIDS/MAF for a removal/replacement of a repairable sub-subassembly from a component subassembly.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine module with fourth position X.

A52 - Enter the module serial number.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate code (1,2,3) which describes the degree of maintenance required to correct the malfunction (Appendix H).

A60 - Enter the PSI if applicable.

A65 - Enter the appropriate safety/EI number if applicable.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

A08 through A14 - Enter the same JCN as on the control document.

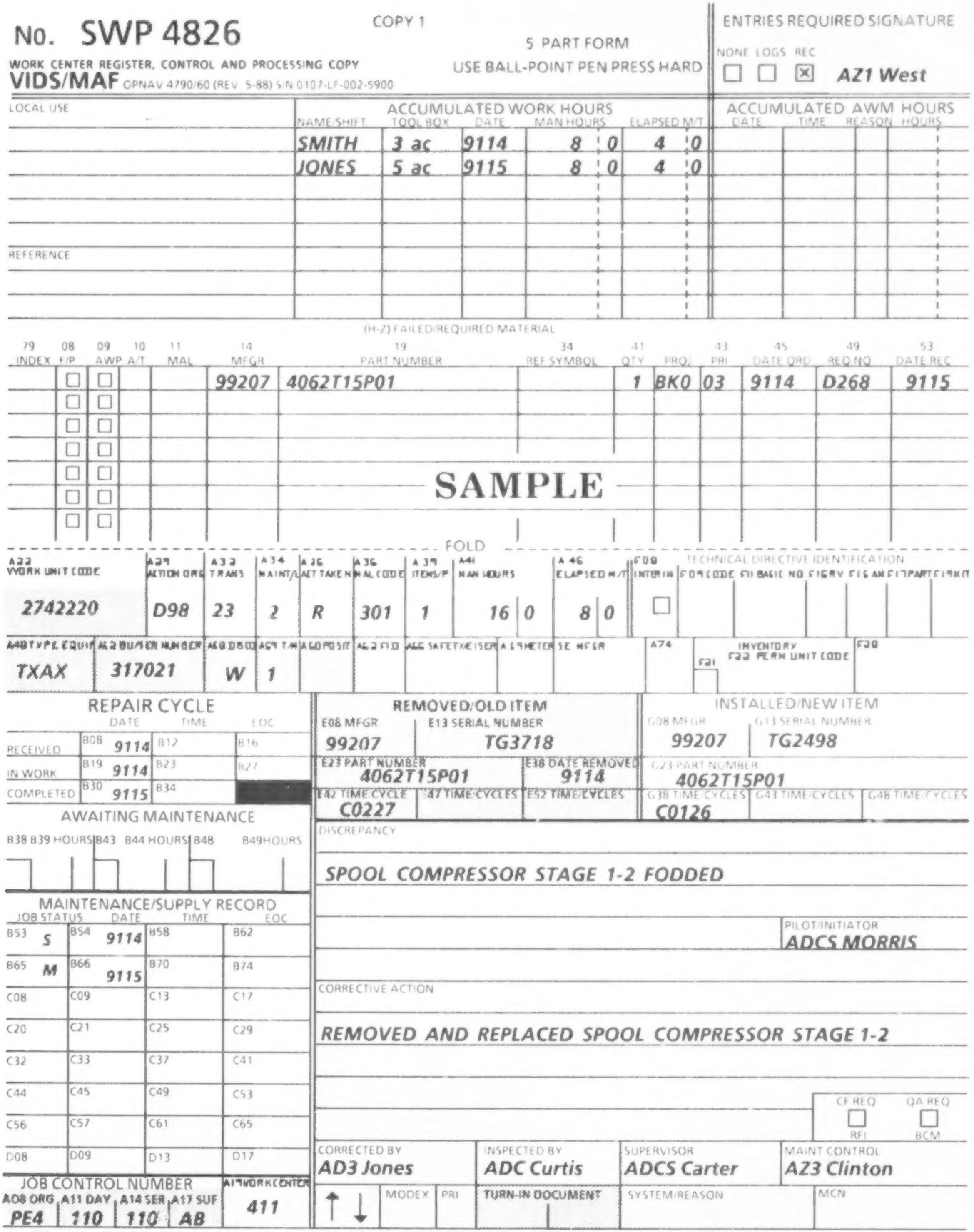
A17 - Enter a suffix beginning with AA for the first supporting VIDS/MAF and continuing with AB, AC, etc., as described in Chapter 2.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ1 West

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
SMITH	3 ac	9114	8	0	4	0
JONES	5 ac	9115	8	0	4	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99207	4062T15P01		1	BK0	03	9114	D268	9115
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A46 ELAPSED M/T		F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
2742220	D98	23	2	R	301	1	16	0	8	0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCO	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9114	B12	B16
IN WORK	B19 9114	B23	B27
COMPLETED	B30 9115	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9114	B58	B62
B65 M	B66 9115	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110	AB	411

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99207	TG3718	
E23 PART NUMBER 4062T15P01		E38 DATE REMOVED 9114
E42 TIME/CYCLE C0227	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
99207	TG2498	
G23 PART NUMBER 4062T15P01		
G38 TIME/CYCLES C0126	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

SPOOL COMPRESSOR STAGE 1-2 FODDED

PILOT/INITIATOR ADCS MORRIS

CORRECTIVE ACTION

REMOVED AND REPLACED SPOOL COMPRESSOR STAGE 1-2

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Jones	ADC Curtis	ADCS Carter	AZ3 Clinton

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 9-259 Removal/Replacement of a Repairable Sub-Subassembly From a Component Subassembly

Repair of a Repairable Component with Required Material (Figure 9-261)

Figure 9-261 is an example of a repair of a repairable component with required material. Use the turn-in document and complete the following blocks:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisition(s) if applicable.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

A08 through A17 - Enter the same JCN as removal/replacement VIDS/MAF.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Weiss

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAY	4 krb	9114	3 0	1 5
NIGHT	4 krb	9116	3 0	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	R	301	99207	6026T28G02		1	6K0	03	9115	D268	9116
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A33 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F00 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
2742200	D98	32	2	C	301	1	6 0	3 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A49 TM	A50 POSIT	A52 FID	A55 SAFETY/EISER	A57 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9114	B12	B16
IN WORK	B19 9114	B23	B27
COMPLETED	B30 9116	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9115	B58	B62
B65 M	B66 9116	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110	AA	411

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER		
99207	0K2211		
E23 PART NUMBER 6027T11G04		E38 DATE REMOVED 9112	
E42 TIME/CYCLE C0395	E47 TIME/CYCLES	E52 TIME/CYCLES	

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

HPC COMPRESSOR ROTOR ASSY DAMAGED

PILOT/INITIATOR ADCS MORRIS

CORRECTIVE ACTION

REPAIRED HPC COMPRESSOR ROTOR ASSY BY REPLACING SPOOL COMP STAGE 1-2

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY AD3 Cooke

INSPECTED BY ADC Booth

SUPERVISOR ADC Booth

MAINT CONTROL AZ3 Gifford

↑ ↓

MODEX

PRI

TURN-IN DOCUMENT 9112 G238

SYSTEM/REASON

MCN

Figure 9-261 Repair of a Repairable Component with Required Material

Turn-In of a Repairable Component Sub-Subassembly (Figure 9-263)

Figure 9-263 is an example of a turn-in VIDS/MAF for a repairable component. Use for turn-in of defective sub-subassembly for sub-subassembly repair in the I-level activity when the repair of these items are accomplished as a separate job. Initiate a suffix VIDS/MAF and document in the following manner:

A22 - Enter the specific WUC for the item being processed.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the TEC from the removal/replacement VIDS/MAF.

A52 - Enter the module serial number from the removal/replacement VIDS/MAF.

A58 - When discovered code; must be R, W or X (Appendix R).

A59 - Enter the appropriate Type Maintenance Code (1, 2, 3) from the removal/replacement VIDS/MAF.

E08 through E52 - Enter the appropriate data for the removed/old item.

A08 through A14 - Enter the same JCN as that of the removal/replacement VIDS/MAF.

A17 - Enter the double suffix of the removal/replacement VIDS/MAF.

DISCREPANCY - Enter narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of removal/replacement VIDS/MAF.

No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
2742220					301				☐						

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISCD	A51 T/M	A52 POSIT	A53 FID	A56 SAFETY/E SER	A58 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
99207	TG3718

E23 PART NUMBER	E38 DATE REMOVED
4062T15P01	9114

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
C0227		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B36 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

SPOOL COMP STAGE 1-2 FODDED

PILOT/INITIATOR

ADCS JAILLET

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
PE4	110	110	AB	

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM REASON	MCN
			9114 G268		

Figure 9-263 Turn-In of a Repairable Component Sub-Subassembly

Repair of a Sub-Subassembly From a Component Subassembly (Completed) (Figure 9-265)

Figure 9-265 is an example of a completed VIDS/MAF for repair of a sub-subassembly from a component subassembly. Use the turn-in document and complete the following blocks:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to document failed parts, identify parts that caused AWP during repair, and/or record supply requisitions.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 31 or 32 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

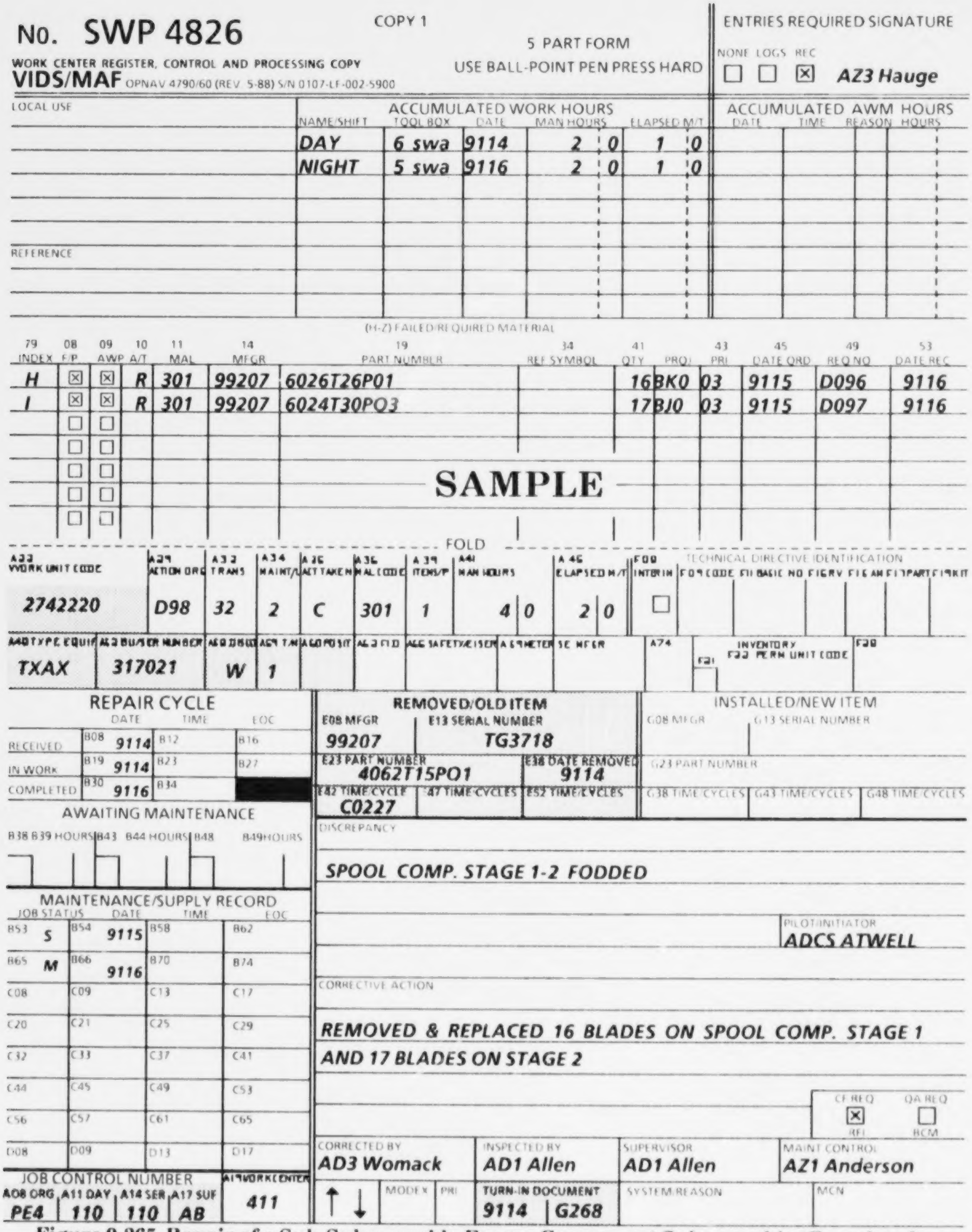
B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable)

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☒ AZ3 Hauge

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAY	6 swa	9114	2.0	1.0
NIGHT	5 swa	9116	2.0	1.0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☒	R	301	99207	6026T26P01		16	BK0	03	9115	D096	9116
I	☒	☒	R	301	99207	6024T30PQ3		17	BJ0	03	9115	D097	9116
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F00 INTERIM
2742220	D98	32	2	C	301	1	4.0	2.0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 RV | F16 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	W	1									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9114	B12	B16
IN WORK	B19 9114	B23	B27
COMPLETED	B30 9116	B34	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9115	B58	B62
B65 M	B66 9116	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

REMOVED/OLD ITEM

E08 MFGR: 99207

E13 SERIAL NUMBER: TG3718

E23 PART NUMBER: 4062T15PO1

E38 DATE REMOVED: 9114

E42 TIME/CYCLE: C0227

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

SPOOL COMP. STAGE 1-2 FODDED

PILOT/INITIATOR: ADCS ATWELL

CORRECTIVE ACTION

REMOVED & REPLACED 16 BLADES ON SPOOL COMP. STAGE 1 AND 17 BLADES ON STAGE 2

CF REQ ☒ RFI

QA REQ ☐ BCM

CORRECTED BY: AD3 Womack

INSPECTED BY: AD1 Allen

SUPERVISOR: AD1 Allen

MAINT CONTROL: AZ1 Anderson

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	110	AB	411

↑ ↓ MODEX | PRI

TURN-IN DOCUMENT: 9114 G268

SYSTEM/REASON

MCN

Figure 9-265 Repair of a Sub-Subassembly From a Component Subassembly (Completed)

9.5.6 Major Modular Engine Inspections. The major engine inspections to be performed at the I-level activity fall into two categories; the inspections on engines inducted for the sole purpose of the inspection, and inspections subsequent to repair. As part of the repair action the I-level activity must perform the next major inspection due using the criteria outlined in Volume III. General instructions for documentation of the major engine inspections are in the following paragraphs.

9.5.6.1 Control Document

a. For engines turned in solely for inspection, the turn-in document will serve as the control document for the inspection.

b. For major engine inspections subsequent to repair, the I-level activity will initiate a VIDS/MAF to serve as the inspection control document. The inspection JCN will be provided by the O-level activity in the Discrepancy block of the turn-in VIDS/MAF.

c. If only one work center is involved in the inspection, look phase man-hours and EMT may be entered on the inspection control document. If more than one work center is involved, a separate supporting VIDS/MAF must be documented for each work center involved in the inspection.

d. The inspection WUC and repair JCN are described in paragraph 9.5.3.

9.5.6.2 Examples of major engine inspection documentation are shown in Figures 9-267 through 9-283.

O-Level Turn-In Control Document (Solely for Major Engine Inspection) (Figure 9-267)

Figure 9-267 is an example of an O-level turn-in control document. The following blocks will be filled in at the O-level activity for an engine that is being inducted into an I-level activity solely for a major inspection.

A22 - The seven position WUC describing the inspection.

A48 - The TEC for the engine.

A52 - The PSSN.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be J (Appendix H).

A60 - PSI if applicable.

E08 through E52 - Reflects the PSSN as a removed component. Leave E23 blank.

A08 through A14 - Phase JCN.

DISCREPANCY - The narrative description of the type of inspection to be performed and initiator.

TURN-IN DOCUMENT - The data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/ replacement VIDS/MAF.

No. **SWP 4826**

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
0300200									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F30
TXAA	310021	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
TXAA1	310021	
E23 PART NUMBER		E38 DATE REMOVED 9110
E42 TIME/CYCLE E2345	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

PERFORM 200 HR MAJOR INSPECTION

PILOT/INITIATOR *ADCS FARRIS*

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI QA REQ ☐ B M

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A00		

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9110	G243		

Figure 9-267 O-Level Turn-In Control Document (Solely for Major Engine Inspection)

Major Engine Inspection (Look Phase Supporting Work Center) (Figure 9-269)

Figure 9-269 is an example of a look phase supporting work center for a major engine inspection not requiring any material. If more than one work center is involved in the inspection, a separate supporting VIDS/MAF must be documented for each work center.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - Same as the control document.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 0.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Same as the control document.

A52 - Same as the control document.

A58 - Same as the control document.

A59 - Same as the control document.

A60 - PSI if applicable.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

A08 through A14 - Same as the control document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the card numbers of the MRC to be complied with.

CORRECTIVE ACTION - Enter MRC card numbers complied with and item numbers of any discrepancy discovered. Inspection supervisor will assign a fix phase JCN to cover any discrepancy found.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ *AZ3 Drake*

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
LANDON	*3 cc*	*9110*	*4 0*	*4 0*
STANLEY	*1 cc*	*9110*	*4 0*	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
0300200	*D98*	*11*	*2*	*0*	*000*	*0*	*8 0*	*4 0*	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 TAM	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A63 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	*310021*	*0*	*J*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *9110*	B12	B16
IN WORK	B19 *9110*	B23	B27
COMPLETED	B30 *9110*	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPLY WITH MRCs 6, 9, 13, & 15

PILOT/INITIATOR *ADCS MCLAREN*

CORRECTIVE ACTION

COMPLETED CARDS 6, 9, 13 & 15

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE2 Landon	*AEC Colvin*	*AEC Colvin*	*AZ1 Mosher*

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	*110*	*A00*		*62A*

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-269 Major Engine Inspection (Look Phase Supporting Work Center)

Major Engine Inspection (Fix-In-Place) (Figure 9-271)

Figure 9-271 is an example of a fix-in place VIDS/MAF during a major engine inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the failed part(s), identify parts that caused AWP during repair, and/or record supply requisition(s) (if applicable).

A22 - Enter the specific WUC for the item being repaired.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 11 or 12 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate action taken code (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be M (Appendix R).

A59 - Enter the appropriate code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction if: (a) the inspection is done subsequent to repair, or (b) the engine was inducted solely for inspection and major repair is required. Use Code J if the engine was inducted solely for inspection and only minor repair associated with MRC deck is required (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

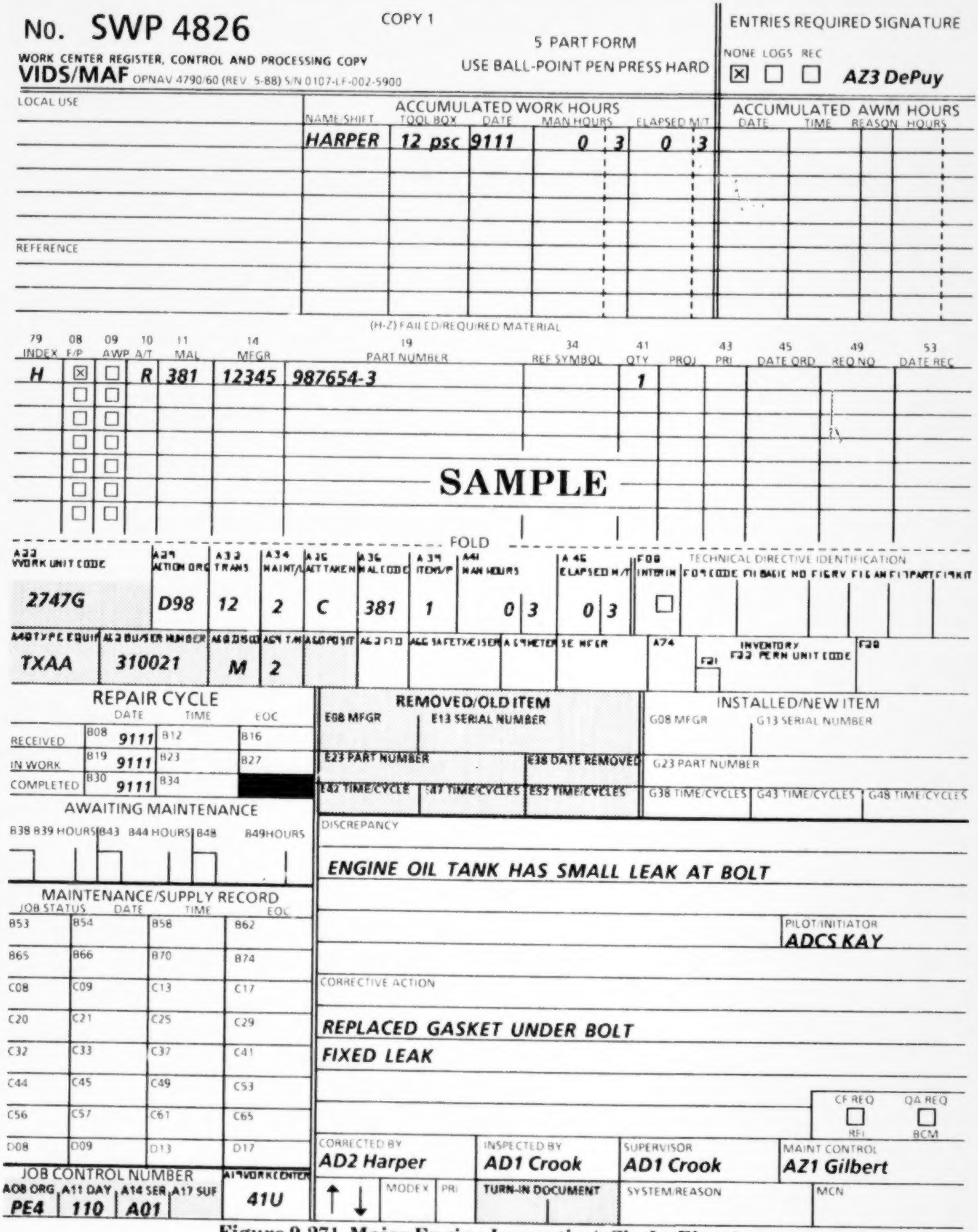
A08 through A14 - Enter the same data elements as on the control document but with sequential numbering in the second and third positions of the serial number, for example, A01, A02, etc.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter a narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☒ LOGS ☐ REC ☐ AZ3 DePuy

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HARPER	12 psc	9111	0 3	0 3

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☒	☐	R	381	12345	987654-3		1					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F18 RV	F16 AM	F17 PART	F18 KIT
2747G	D98	12	2	C	381	1	0 3	0 3	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A53 POSIT	A62 FID	A66 SAFETY/E/SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9111	B12	B16
IN WORK	B19 9111	B23	B27
COMPLETED	B30 9111	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A01		41U

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

ENGINE OIL TANK HAS SMALL LEAK AT BOLT

PILOT/INITIATOR ADCS KAY

CORRECTIVE ACTION

REPLACED GASKET UNDER BOLT

FIXED LEAK

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY AD2 Harper

INSPECTED BY AD1 Crook

SUPERVISOR AD1 Crook

MAINT CONTROL AZ1 Gilbert

↑ ↓ MODEX PRI

TURN-IN DOCUMENT

SYSTEM/REASON

MCN

Figure 9-271 Major Engine Inspection (Fix-In-Place)

Major Engine Inspection (Fix Phase Module Replacement) (Figure 9-273)

Figure 9-273 is an example of a fix phase module replacement VIDS/MAF during a major engine inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - When discovered code; must be M (Appendix R).

A59 - Enter the appropriate Type Maintenance Code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction if: (a) the inspection is done subsequent to repair, or (b) the engine was inducted solely for inspection and major repair is required. Use Code J if the engine was inducted solely for inspection and only minor repair associated with MRC deck is required (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed item.

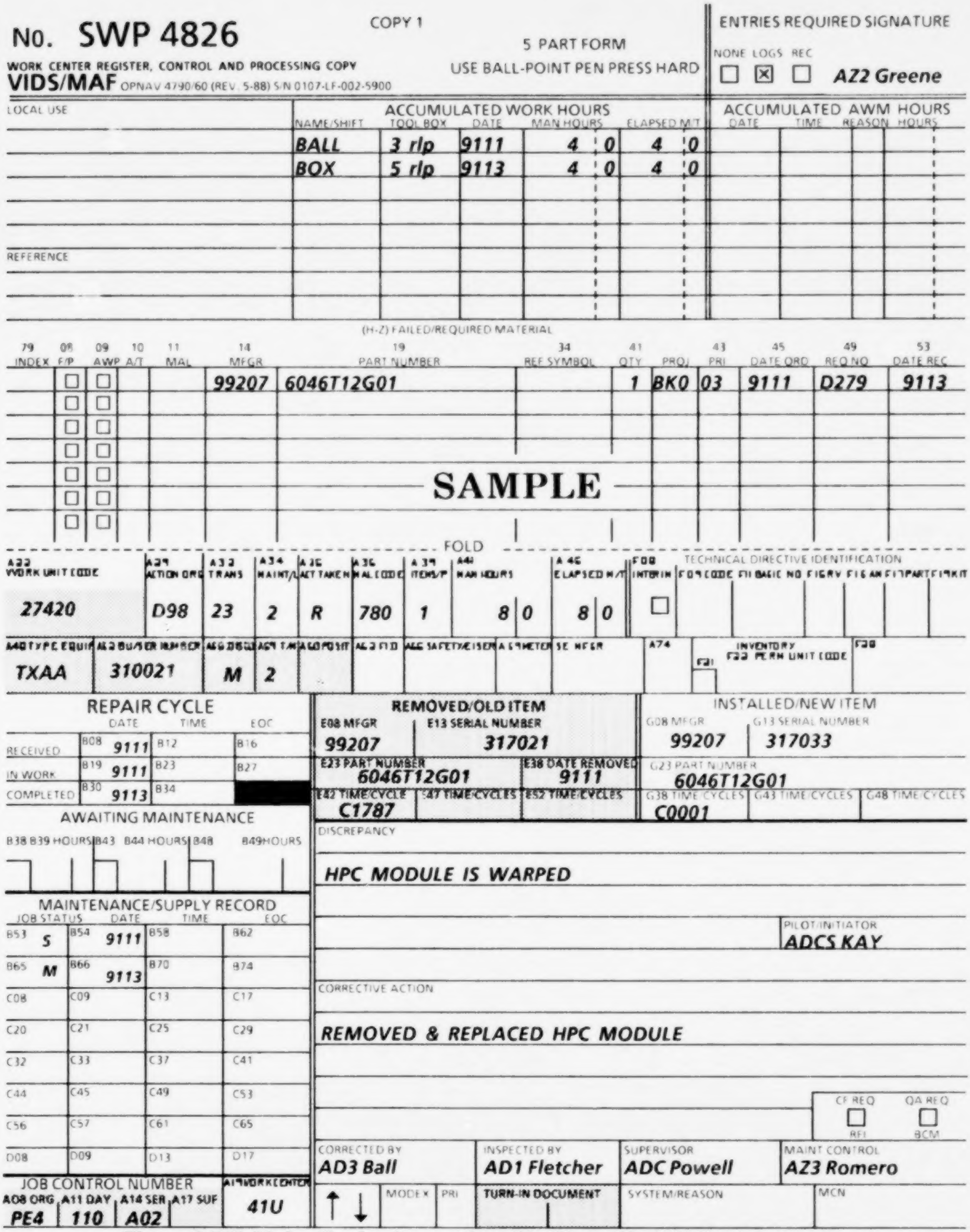
A08 through A14 - Enter the same data elements as on the control document but with sequential numbering in the second and third positions of the serial number, for example A01, A02, etc.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

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WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☐ AZ2 Greene

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BALL	3 rlp	9111	4 0	4 0
BOX	5 rlp	9113	4 0	4 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99207	6046T12G01		1	BK0	03	9111	D279	9113
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
27420	D98	23	2	R	780	1	8 0	8 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCL	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9111	B12	B16
IN WORK	B19 9111	B23	B27
COMPLETED	B30 9113	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99207	317021	
E23 PART NUMBER 6046T12G01		E38 DATE REMOVED 9111
E42 TIME/CYCLE C1787	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
99207	317033	
G23 PART NUMBER 6046T12G01		
G38 TIME/CYCLES C0001	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

HPC MODULE IS WARPED

PILOT/INITIATOR ADCS KAY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9111	B58	B62
B65 M	B66 9113	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED & REPLACED HPC MODULE

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Ball	AD1 Fletcher	ADC Powell	AZ3 Romero

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A02		41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-273 Major Engine Inspection (Fix Phase Module Replacement)

Major Engine Inspection (Module Turn-In) (Figure 9-275)

Figure 9-275 is an example of a module turn-in VIDS/MAF from a major engine inspection.

A22 - Enter the WUC from the removal/replacement VIDS/MAF.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the engine TEC from the removal/replacement VIDS/MAF except change fourth character to X.

A52 - Enter the module serial number from block E13 of removal/replacement VIDS/MAF.

A58 - Enter the when discovered code from the removal/replacement VIDS/MAF.

A59 - Enter the type maintenance code from the removal/replacement VIDS/MAF.

A08 through A14 - Enter the same JCN as on the removal/replacement VIDS/MAF.

E08 through E52 - Enter the same data as on the removal/replacement VIDS/MAF.

DISCREPANCY - Enter narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/replacement VIDS/MAF.

No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F14 REV	F16 AM	F17 PART	F19 KIT
27420									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISCD	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317021	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99207	317021	
E23 PART NUMBER		E38 DATE REMOVED
6046T12G01		9111
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
C1787		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

HPC MODULE IS WARPED

PILOT/INITIATOR

ADCS KAY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A02		

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9111	G279		

Figure 9-275 Major Engine Inspection (Module Turn-In)

Major Engine Inspection (Fix Phase Repairable Component Replacement) (Figure 9-277)

Figure 9-277 is an example of a fix phase repairable component replacement VIDS/MAF during a major engine inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to record supply requisitions.

A22 - Enter the specific WUC for the item being processed.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 23 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be R (Appendix E).

A36 - Enter the appropriate malfunction description code (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the engine.

A52 - Enter the PSSN.

A58 - Enter the appropriate when discovered code (Appendix R).

A59 - Enter the appropriate Type Maintenance Code (1, 2, 3) which describes the degree of maintenance required to correct the malfunction if: (a) the inspection is done subsequent to repair, or (b) the engine was inducted solely for inspection and major repair is required. Use Code J if the engine was inducted solely for inspection and only minor repair associated with MRC deck is required (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

B53 through D17 - Make the appropriate entries (if applicable).

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number and appropriate time/cycle data for the installed item.

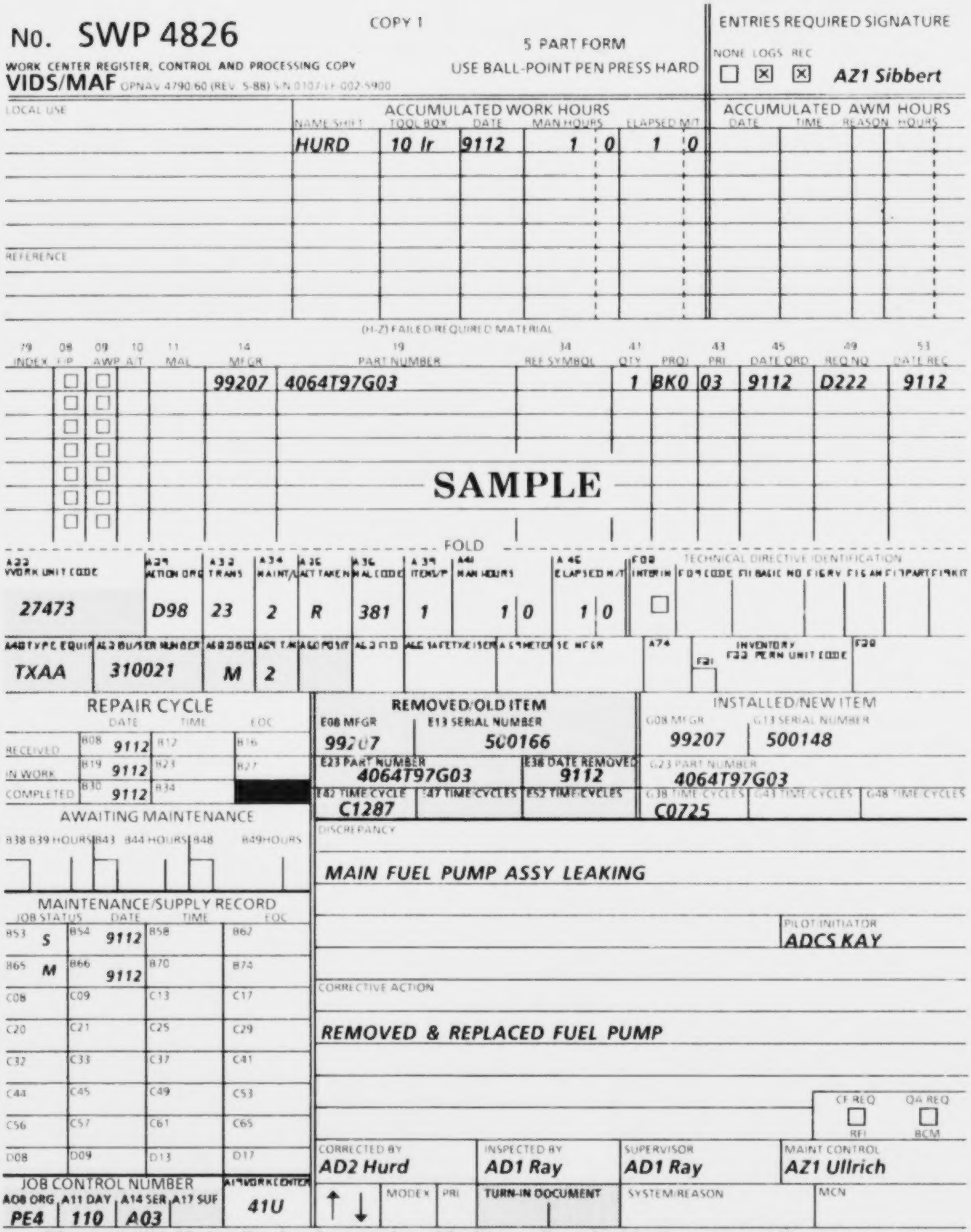
A08 through A14 - Enter the same data elements as on the control document but with sequential numbering in the second and third positions of the serial number, for example A01, A02.

A19 - Enter the work center code of the work center expending the man-hours (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. **SWP 4826** COPY 1 5 PART FORM USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY
VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE
NONE ☐ LOGS ☒ REC ☒ AZ1 Sibbert

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HURD	10 Ir	9112	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99207	4064T97G03		1	BK0	03	9112	D222	9112
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
27473	D98	23	2	R	381	1	1 0	1 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A50 DISCD	A51 T/M	A52 POSIT	A53 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F20
TXAA	310021	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9112	B12	B16
IN WORK	B19 9112	B23	B27
COMPLETED	B30 9112	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	E38 DATE REMOVED
99207	500166	

E23 PART NUMBER	E38 DATE REMOVED
4064T97G03	9112

E42 TIME CYCLE	E47 TIME CYCLES	E52 TIME CYCLES
C1287		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
99207	500148

G23 PART NUMBER 4064T97G03

G38 TIME CYCLES	G43 TIME CYCLES	G48 TIME CYCLES
C0725		

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

DISCREPANCY

MAIN FUEL PUMP ASSY LEAKING

PILOT/INITIATOR ADCS KAY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9112	B58	B62
B65 M	B66 9112	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

REMOVED & REPLACED FUEL PUMP

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Hurd	AD1 Ray	AD1 Ray	AZ1 Ullrich

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A03		41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-277 Major Engine Inspection (Fix Phase Repairable Component Replacement)

Major Engine Inspection (Fix Phase Component Turn-In) (Figure 9-279)

Figure 9-279 is an example of a fix phase component turn-in VIDS/MAF during a major engine inspection.

A22 - Enter the WUC from the removal/replacement VIDS/MAF.

A36 - Malfunction description code; conditional malfunction code if applicable, otherwise leave blank.

A48 - Enter the engine TEC from the removal/replacement VIDS/MAF.

A52 - Enter the PSSN from the removal/replacement VIDS/MAF.

A58 - Enter the when discovered code from the removal/replacement VIDS/MAF.

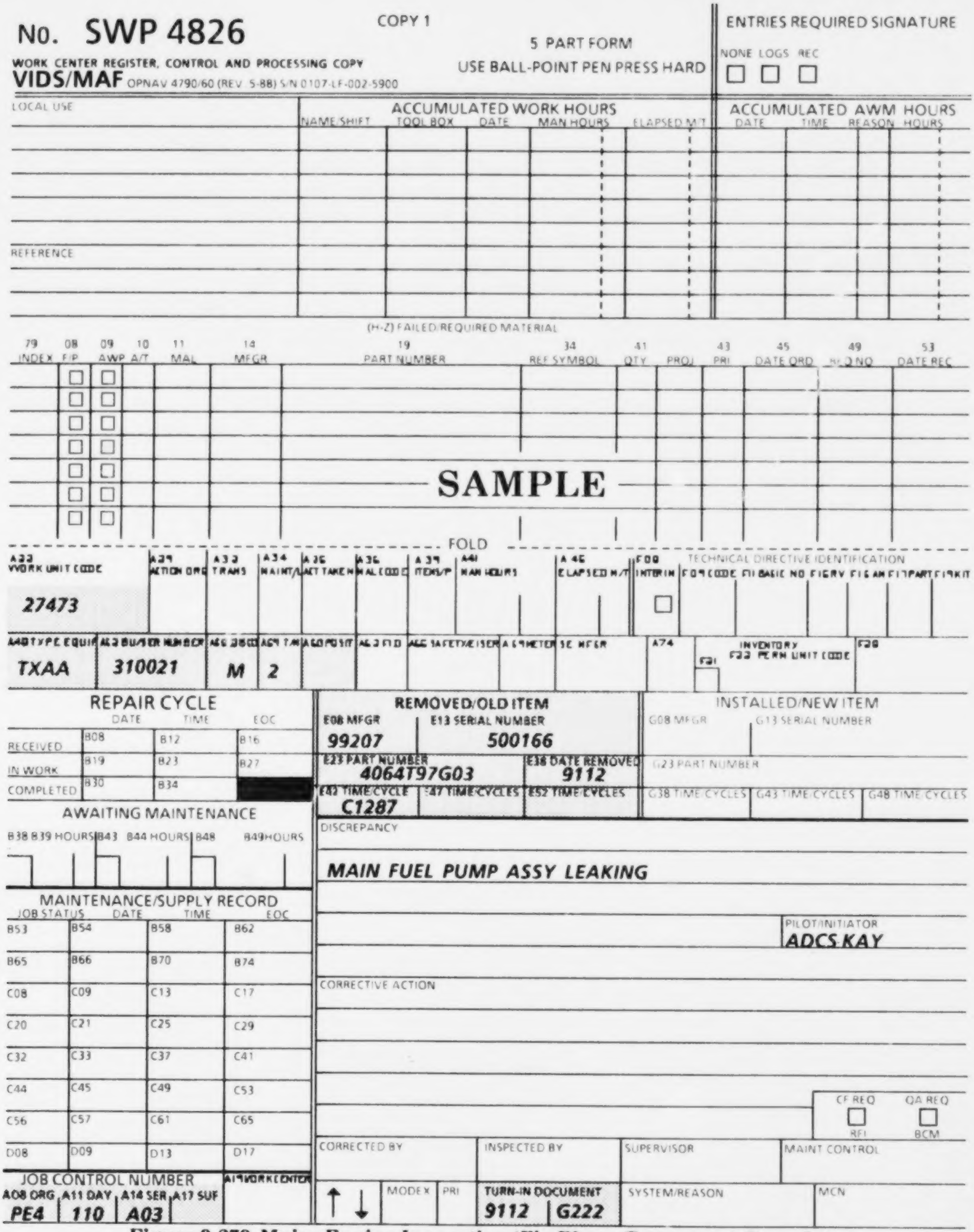
A59 - Enter the type maintenance code from the removal/replacement VIDS/MAF.

E08 through E52 - Enter the same data as on the removal/replacement VIDS/MAF.

A08 through A14 - Enter the same JCN as on the removal/replacement VIDS/MAF.

DISCREPANCY - Enter narrative description of the discrepancy and initiator.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of the removal/replacement VIDS/MAF.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
27473									☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 JSCD	A51 T/M	A52 POSIT	A62 FID	A65 SAFETY/E-SER	A69 METER	3E MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	M	2									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	■

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99207	500166	
E23 PART NUMBER 4064T97G03		E38 DATE REMOVED 9112
E42 TIME/CYCLE C1287	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
G23 PART NUMBER		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

DISCREPANCY

MAIN FUEL PUMP ASSY LEAKING

PILOT/INITIATOR ADCS KAY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A03		

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9112	G222		

Figure 9-279 Major Engine Inspection (Fix Phase Component Turn-In)

Completed Major Inspection Control Document (Modular Engine Turned-In Solely for Major Inspection) (Figure 9-281)

Figure 9-281 is an example of a completed major inspection control document for an engine turned-in solely for inspection.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

Use the control document and complete the following blocks:

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code, must be 31 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 through A45 - If only one work center is involved in the inspection, look phase man-hours and EMT may be entered on the control document. If more than one work center is involved, a separate supporting VIDS/MAF must be documented for each work center involved in the inspection.

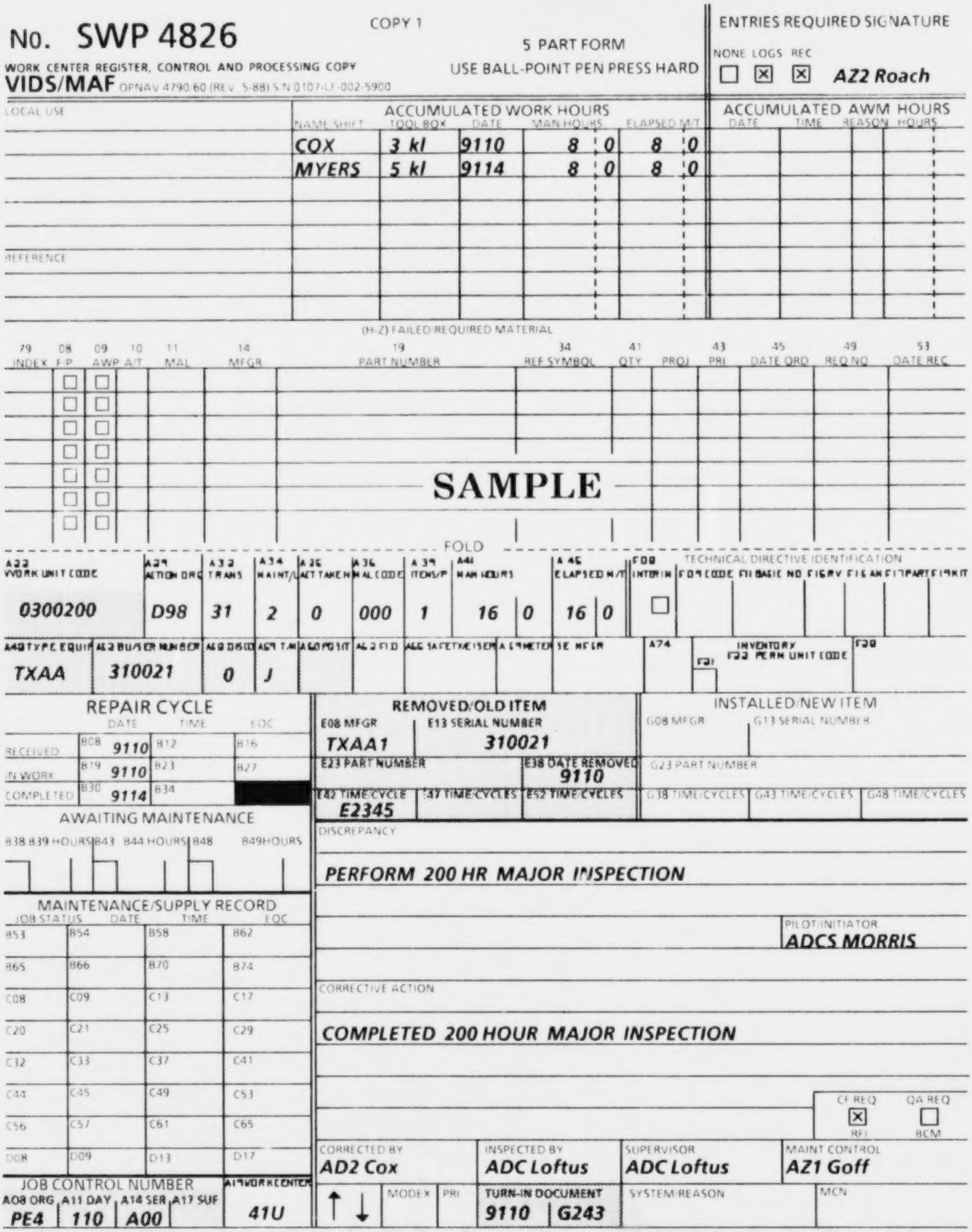
B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

E08 through E52 - Reflects the PSSN as a removed component on the control document only. All other supporting documents will not have the PSSN identification listed in the "E" block.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter narrative description of action taken and indicate if RFI or BCM.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Roach

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
COX	3 kl	9110	8	0	8	0
MYERS	5 kl	9114	8	0	8	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM
0300200	D98	31	2	0	000	1	16	0	16	0	☐

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F16 RV | F15 AM | F17 PART | F19 KIT

A40 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCO	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/E.I. SER	A69 METER	SE MFGR	A74	F31	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9114	B34	

REMOVED/OLD ITEM

E08 MFGR: TXAA1

E13 SERIAL NUMBER: 310021

E23 PART NUMBER:

E38 DATE REMOVED: 9110

E42 TIME/CYCLE: E2345

E47 TIME/CYCLES:

E52 TIME/CYCLES:

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

DISCREPANCY

PERFORM 200 HR MAJOR INSPECTION

PILOT/INITIATOR: ADCS MORRIS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

COMPLETED 200 HOUR MAJOR INSPECTION

CF REQ ☒ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Cox	ADC Loftus	ADC Loftus	AZ1 Goff

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A00		41U

↑ ↓ MODEX | PRI | TURN-IN DOCUMENT 9110 G243 | SYSTEM/REASON | MCN

Figure 9-281 Completed Major Inspection Control Document (Modular Engine Turned-In Solely for Major Inspection)

Major Modular Engine Inspection Completed After Repair Action (Figure 9-283)

Figure 9-283 is an example of a major modular engine inspection control document after a repair action. IMAs will comply with Volume III when engines are turned in for repair. If an inspection is required, the IMA will initiate the VIDS/MAF. When the original repair action is complete and the inspection is complete, there should be two completed control document VIDS/MAFs. The transaction code will be 31 for the repair control document and 11 for the inspection control document.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

Use the control document and complete the following blocks:

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code: must be 11 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be 0 (Appendix E).

A36 - Malfunction description code; must be 000 (Appendix I).

A39 - Items processed; must be 1.

A41 through A45 - If only one work center is involved in the inspection, look phase man-hours and EMT may be entered on the control document. If more than one work center is involved, a separate supporting VIDS/MAF must be documented for each work center involved in the inspection.

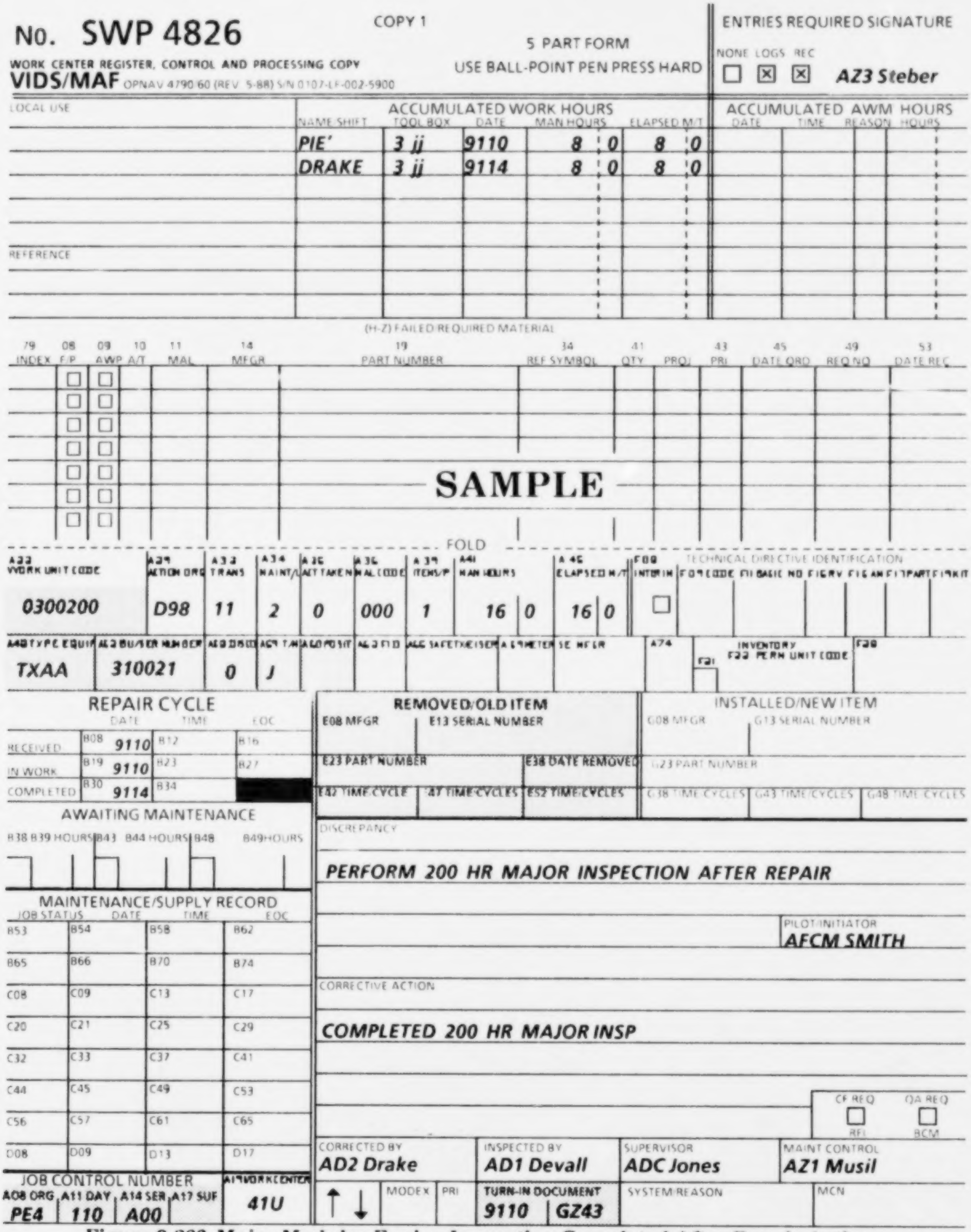
B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

E08 through E52 - Reflects the PSSN as a removed component on the control document only. All other supporting documents will not have the PSSN identification listed in the "E" Block.

A19 - Enter the appropriate work center code (Appendix D).

CORRECTIVE ACTION - Enter narrative description of action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ3 Steber

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	
PIE'	3 jj	9110	8	0	8	0
DRAKE	3 jj	9114	8	0	8	0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F09 INTERIM	F09 CODE	F11 BASIC NO	F16 REV	F16 AM	F17 PART	F19 KIT
0300200	D98	11	2	0	000	1	16 0	16 0	☐						

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISCOV	A49 T/M	A50 POSIT	A52 FID	A55 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAA	310021	0	J									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9110	B12	B16
IN WORK	B19 9110	B23	B27
COMPLETED	B30 9114	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	110	A00		41U

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

PERFORM 200 HR MAJOR INSPECTION AFTER REPAIR

PILOT/INITIATOR AFCM SMITH

CORRECTIVE ACTION

COMPLETED 200 HR MAJOR INSP

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Drake	AD1 Devall	ADC Jones	AZ1 Musil

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT		SYSTEM/REASON	MCN
			9110	GZ43		

Figure 9-283 Major Modular Engine Inspection Completed After Repair Action

9.5.7 Modular Engine Technical Directive (TD) Compliance. It shall be the policy of the I-level activity to incorporate all immediate changes, within their capability, while the engine is in the possession of the I-level for repair.

a. All TDs for modular engines will be issued against the module.

b. WUC will be that of the module or component of the module but never the engine.

c. The TEC block A48 will reflect the equipment category and model/series of the engine. For modules, the engine application series (fourth position) will be "X", such as, F404-GE-400 module would be TXAX. If a component is being sent from supply for TD compliance, the TEC will be for the equipment category model/series with an X in the application series (fourth position), such as, F404-GE-400 engine component separate from a module would be TXAX.

d. If the TD applies to more than one module, a separate VIDS/MAF will be issued for each module.

e. Transaction Code 41 will be used with modules that do not have a part number change.

f. Transaction Code 47 will be used for either a module with a part number change or a TD incorporation on a component. Blocks E08 through E52 and G08 through G48 will be completed.

g. JCN will be that of the activity requesting the TD compliance.

h. When a complete engine is being turned in for a TD compliance, the PSSN will be reflected in the Discrepancy block as shown in Figures 9-285 through 9-295.

NOTE

If an engine or engine component sent to the I-level activity for a TD compliance is found to require repair, the I-level activity will inform the O-level activity, which must provide a turn-in VIDS/MAF for documenting the repair action. The original TD compliance VIDS/MAF is destroyed and production control initiates a replacement TD compliance VIDS/MAF using a supply JCN.

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O-Level Activity Request for a Modular Engine TD Compliance by I-Level Activity (Figure 9-287)

Figure 9-287 is an example of the O-level originating the TD compliance VIDS/MAF using an O-level JCN for modular engine sent to the I-level activity solely for TD compliance.

A22 - Enter the module or component WUC.

F08 - Enter X if change is interim, otherwise leave blank.

F09 - Enter two-character code that denotes TD being complied with (Appendix L).

F11 - Enter the basic TD number preceded by zeros to fill the field. (PPC-437 would be 0437.)

F15 - If the TD is a revision, enter the alpha code of the revision, otherwise leave blank.

F16 - If the TD is an amendment, enter the numeric code of the amendment, otherwise leave blank.

F17 - If the TD has a part designation, enter the numeric code of the part, otherwise leave blank.

F19 - If a kit is required, enter the two numeric or alpha/numeric characters for the kit. If no kit is required, enter 00.

A48 - Enter the TEC that identifies the module to which the TD applies.

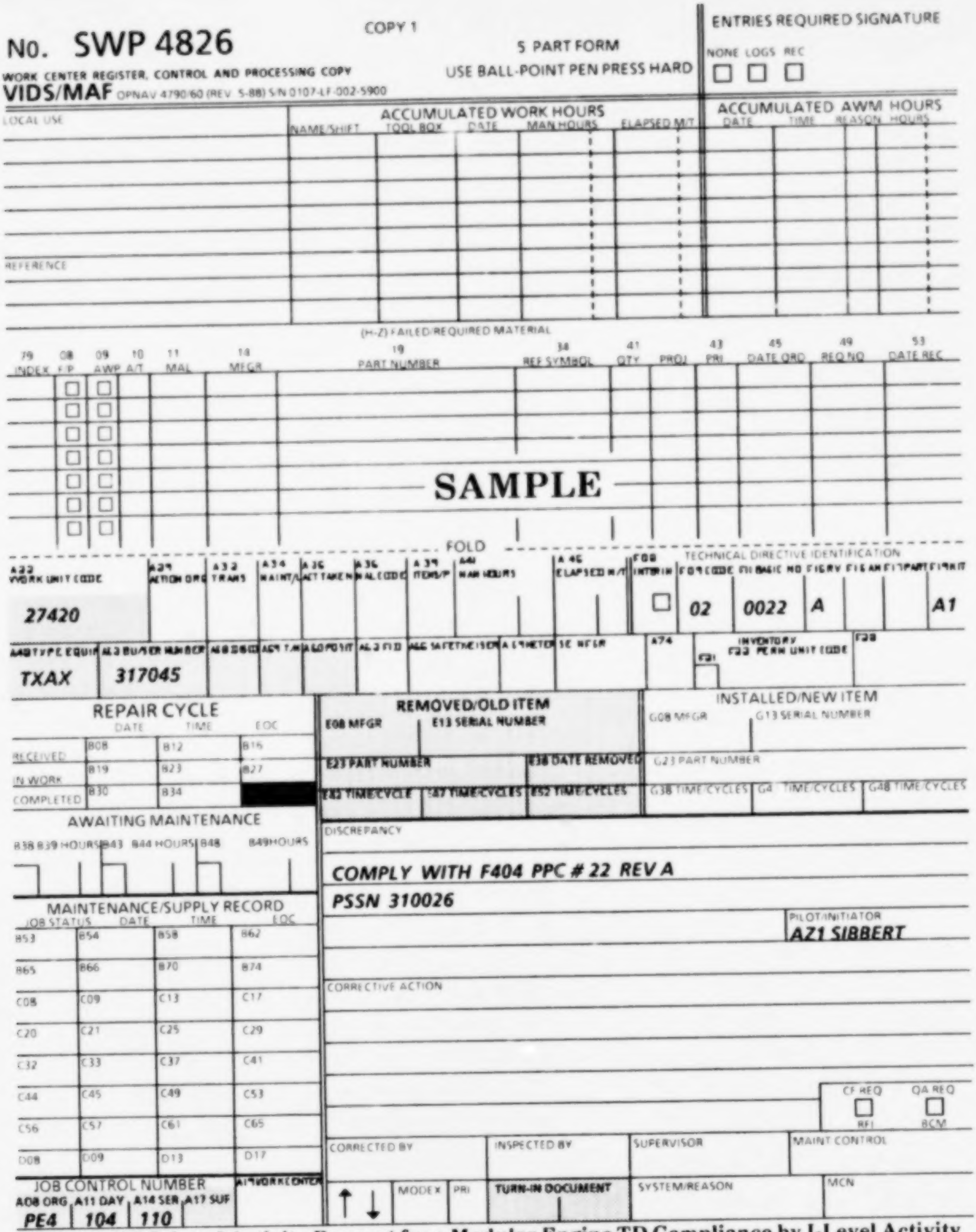
A52 - Enter the module serial number to which the TD applies, otherwise enter 000000.

E08 through E52 - Must be filled in under the following circumstances: 1) If module will have a part number change; 2) If the TD applies to a component within the module, enter the information concerning the component. See Figures 9-293 through 9-295.

A08 through A14 - Enter the next sequential JCN.

DISCREPANCY - Enter narrative description of action desired and the PSSN as appropriate.

TURN-IN DOCUMENT - Enter data from (H-Z) Failed/Required Material blocks 45 and 49 of removal/replacement VIDS/MAF. If engine/component is not ordered but simply turned in for TD compliance , leave blank.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☐ REC ☐

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS: NAME/SHIFT, TOOL BOX, DATE, MAN HOURS, ELAPSED M/T

ACCUMULATED AWM HOURS: DATE, TIME, REASON, HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX, 08 F/P, 09 AWP, 10 A/T, 11 MAL, 14 MFGR, 19 PART NUMBER, 34 REF SYMBOL, 41 QTY, PROJ, 43 PRI, 45 DATE ORD, 49 REQ NO, 53 DATE REC

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27420									☐	02	0022	A			A1

TECHNICAL DIRECTIVE IDENTIFICATION

A48 TYPE EQUIP	A53 BU/SER NUMBER	A60	A67	A68	A69	A70	A71	A72	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317045									☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM: E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLE, E47 TIME/CYCLES, E52 TIME/CYCLES

INSTALLED/NEW ITEM: G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G4 TIME/CYCLES, G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	104	110		

DISCREPANCY

COMPLY WITH F404 PPC # 22 REV A

PSSN 310026

PILOT/INITIATOR AZ1 SIBBERT

CORRECTIVE ACTION

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

↑ ↓ MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 9-287 O-Level Activity Request for a Modular Engine TD Compliance by I-Level Activity

Production Control Entries (O-Level Activity Request for TD Compliance) (Figure 9-289)

Figure 9-289 is an example of production control entries on an O-level activity request for a TD compliance VIDS/MAF.

ENTRIES REQUIRED SIGNATURE - Check appropriate boxes.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 41 or 47 as appropriate (Appendix P).

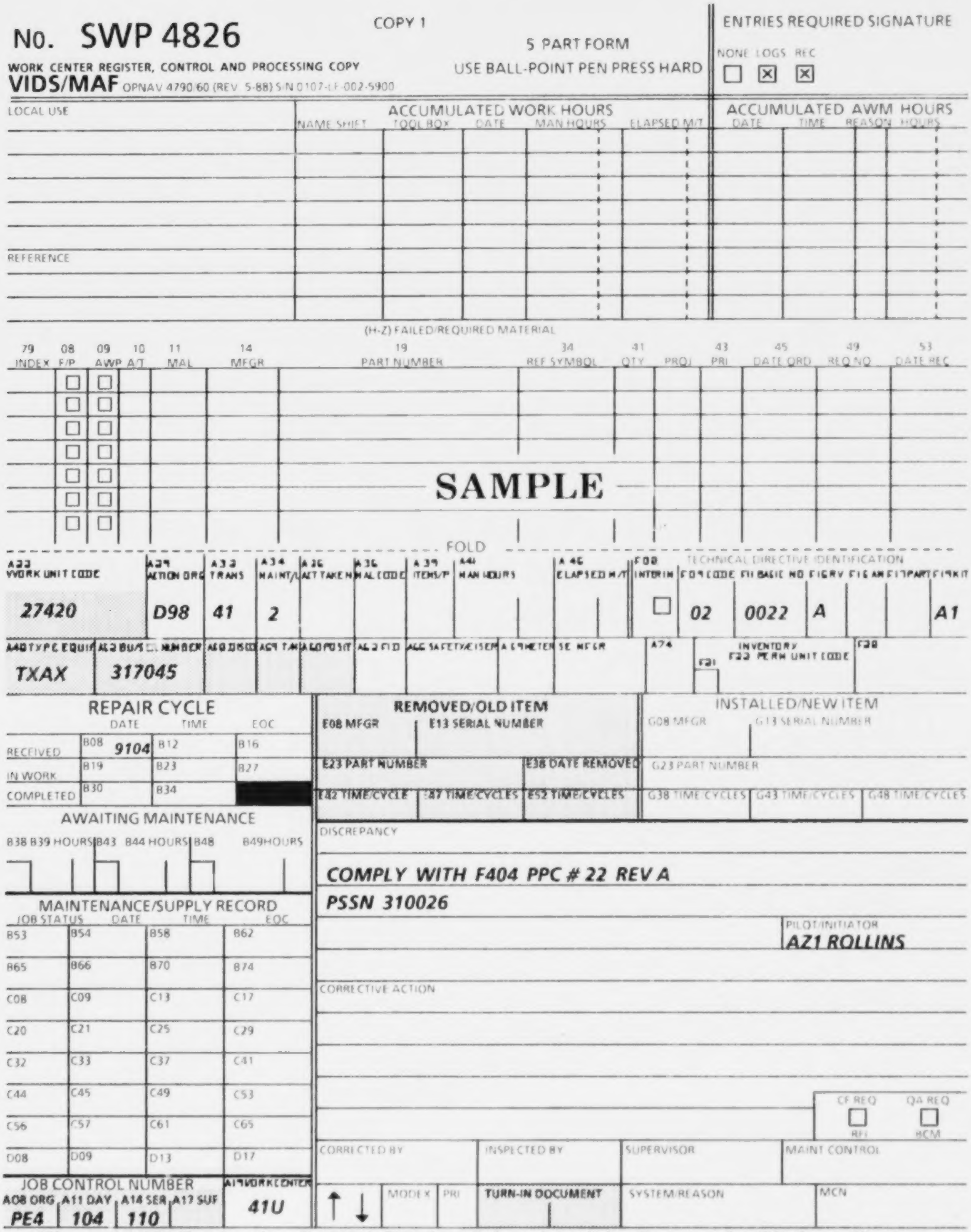
A34 - Maintenance level; must be 2.

A19 - Enter the appropriate work center code (Appendix D).

B08 - Enter date received.

NOTE

Production control will initiate a separate VIDS/MAF for each work center involved, using the same JCN as the control document.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒

LOCAL USE

ACCUMULATED WORK HOURS: NAME SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX | 08 F/P | 09 AWP | 10 A/T | 11 MAL | 14 MFGR | 19 PART NUMBER | 34 REF SYMBOL | 41 QTY | PROJ | 43 PRI | 45 DATE ORD | 49 REQ NO | 53 DATE REC

☐ ☐
☐ ☐
☐ ☐
☐ ☐
☐ ☐
☐ ☐
☐ ☐

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F00 INTERIM	F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
27420	D98	41	2						☐	02	0022	A			A1

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISC	A51 TM	A52 POSIT	A52 FID	A56 SAFETY/EISER	A57 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317045											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLE | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49HOURS

DISCREPANCY

COMPLY WITH F404 PPC # 22 REV A

PSSN 310026

PILOT/INITIATOR AZ1 ROLLINS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	104	110		41U

↑ ↓ | MODEX | PRI | TURN-IN DOCUMENT | SYSTEM/REASON | MCN

Figure 16-289 Production Control Entries (O-Level Activity Request for TD Compliance)

Completed TD Compliance (Applies to a Module With No Module or Repairable Component P/N Change) (Figure 9-291)

Figure 9-291 is an example of a completed TD compliance.

ENTRIES REQUIRED SIGNATURE - Enter name/rate to certify all applicable logs/records have had appropriate entries made.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A35 - Enter the appropriate TD status code. Only the primary work center will enter TD Status Code C; all assisting work centers will enter a TD Status Code A (Appendix J).

A39 - Enter in this block the number of items processed being recorded. The following conditions apply:

1. TD Status Codes A or W in block A35 will require 0.
2. TD Status Codes C, D, P, or Q in block A35 will require a 1 in this block.

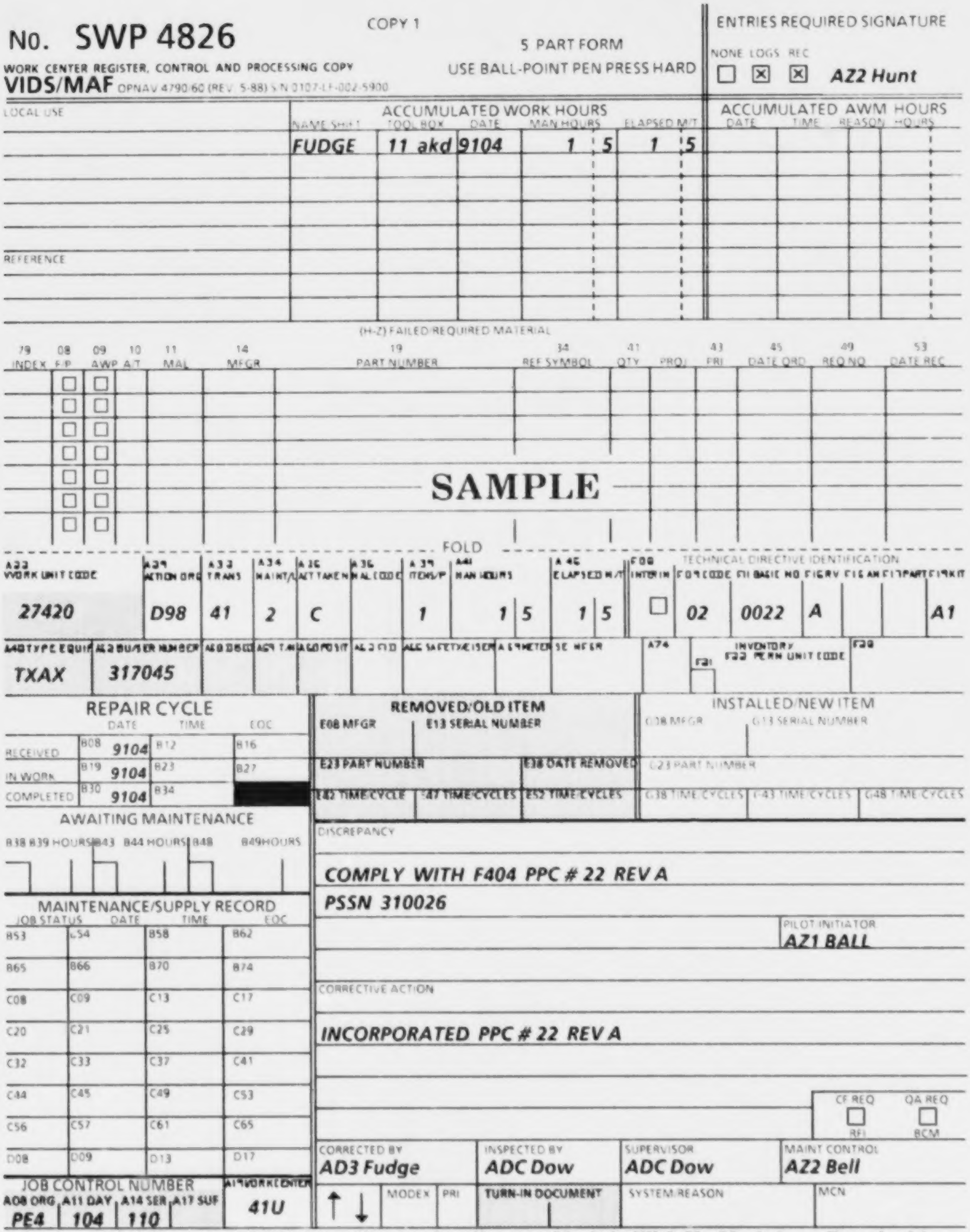
A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

B19 & B30 - Enter the Julian dates the work was started and completed.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

5 PART FORM

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ2 Hunt

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
FUDGE	11 akd	9104	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A23 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27420	D98	41	2	C		1	1 5	1 5	☐	02	0022	A			A1

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48 DISC	A51 TIME	A52 POSIT	A53 FID	A56 SAFETY/EI SER	A59 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317045									☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9104	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	104	110		41U

REMOVED/OLD ITEM

E08 MFGR

E13 SERIAL NUMBER

E23 PART NUMBER

E38 DATE REMOVED

E42 TIME/CYCLE

E47 TIME/CYCLES

E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR

G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES

G43 TIME/CYCLES

G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH F404 PPC # 22 REV A

PSSN 310026

PILOT/INITIATOR AZ1 BALL

CORRECTIVE ACTION

INCORPORATED PPC # 22 REV A

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Fudge	ADC Dow	ADC Dow	AZ2 Bell

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-291 Completed TD Compliance (Applies to a Module With No Module or Repairable Component P/N Change)

TD Compliance (Applies to a Module With P/N Change) (Figure 9-293)

Figure 9-293 is an example of a completed TD compliance with a P/N change.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - WUC for the module to which the TD applies.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate TD status code (Appendix J).

A39 - Enter the total number of items processed in this block. The following conditions apply:

1. TD Status Codes A or W in block A35 will require 0.
2. TD Status Codes C, D, P, or Q in block A35 will require a 1 in this block.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - TEC for the engine with an X in the fourth position.

A52 - Module serial number to which the TD applies.

F08 through F19 - Identification of the TD.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

E08 through E52 - Enter manufacturer's code, serial number, old part number, date removed, and appropriate time/cycle data for the item before TD incorporation.

G08 through G48 - Enter manufacturer's code, serial number, new part number, and appropriate time/cycle data for the item after TD incorporation.

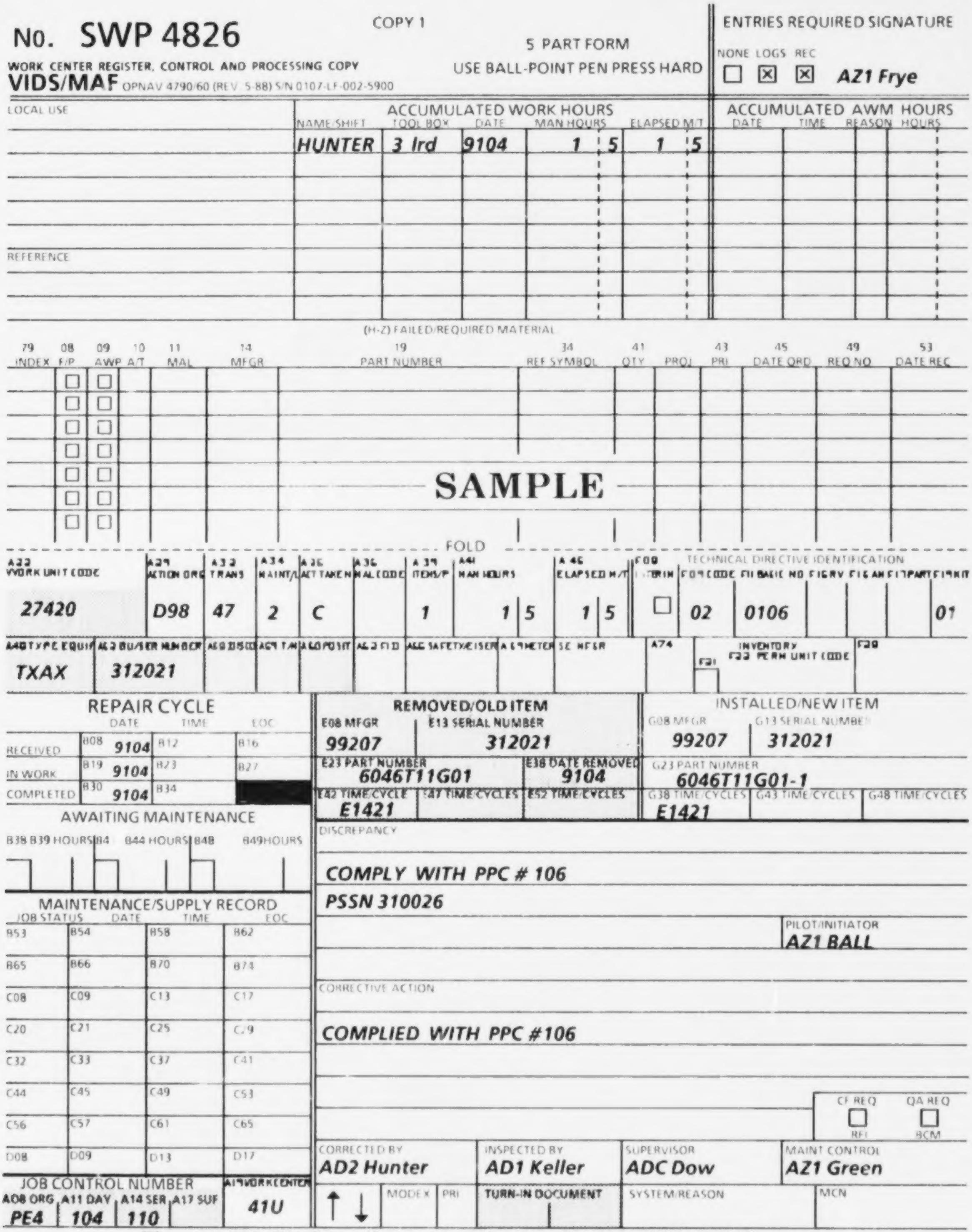
A08 through A14 - Same JCN as the turn-in document.

A19 - Enter work center code for work center expending the man-hours (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR -MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 Frye

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HUNTER	3 Ird	9104	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27420	D98	47	2	C		1	1 5	1 5	☐	02	0106				01

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A43 BU/SER NUMBER	A49 DISC	A51 T/M	A52 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	312021											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9104	B34	

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER	
99207	312021	
E23 PART NUMBER		E38 DATE REMOVED
6046T11G01		9104
E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
E1421		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER	
99207	312021	
G23 PART NUMBER		
6046T11G01-1		
G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
E1421		

AWAITING MAINTENANCE

B38 B39 HOURS B44 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

DISCREPANCY

COMPLY WITH PPC # 106

PSSN 310026

PILOT/INITIATOR AZ1 BALL

CORRECTIVE ACTION

COMPLIED WITH PPC #106

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Hunter	AD1 Keller	ADC Dow	AZ1 Green

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORKCENTER
PE4	104	110		41U

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-293 TD Compliance (Applies to a Module With P/N Change)

TD Compliance (Applies to a Component Within a Module) (Figure 9-295)

Figure 9-295 is an example of a completed component TD compliance VIDS/MAF.

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

A22 - WUC for the component to which the TD applies.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 47 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Enter the appropriate TD status code (Appendix J).

A39 - Enter the total number of items processed in this block. The following conditions apply:

1. TD Status Codes A or W in block A35 will require 0.
2. TD Status Codes C, D, P, or Q in block A35 will require a 1 in this block.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - TEC for the engine with an X in the fourth position.

A52 - Module serial number to which the TD applies.

F08 through F19 - Identification of the TD.

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

E08 through E52 - Enter manufacturer's code, serial number, old part number, Julian date removed, and time/cycle data for component before TD compliance.

G08 through G48 - Enter manufacturer's code, serial number, new part number (if applicable), and time/cycle data for the component after TD incorporation.

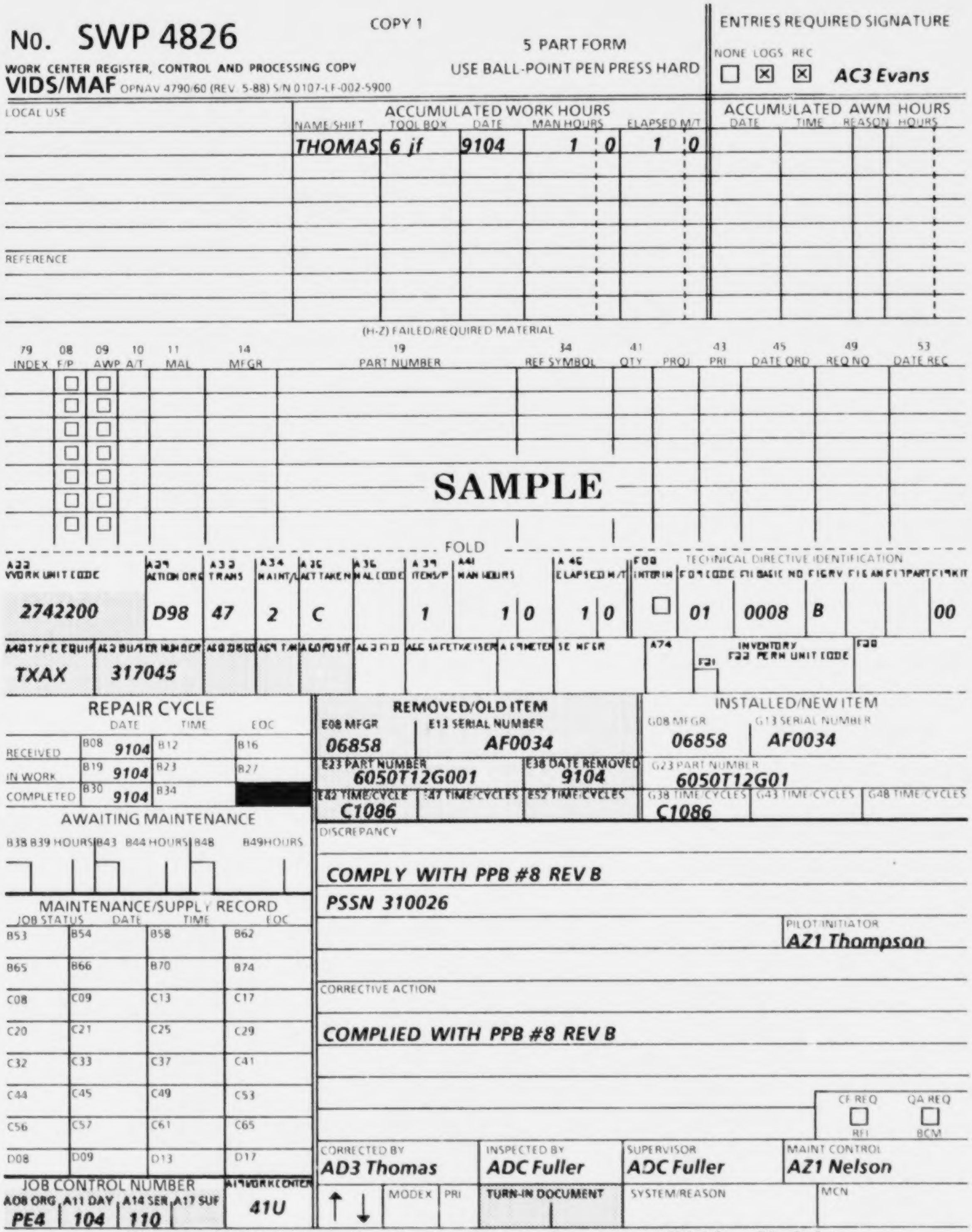
A08 through A14 - Same JCN as the turn-in document.

A19 - Enter the appropriate work center code (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AC3 Evans

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
THOMAS	6 jf	9104	1 0	1 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A33 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A46 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F16 RV	F16 AM	F17 PART	F19 KIT
2742200	D98	47	2	C		1	1 0	1 0	☐	01	0008	B			00

TECHNICAL DIRECTIVE IDENTIFICATION

A40 TYPE EQUIP	A42 BU/SER NUMBER	A48	A49 TM	A50 POSIT	A52 FID	A56 SAFETY/EI SER	A METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAX	317045											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9104	B12	B16
IN WORK	B19 9104	B23	B27
COMPLETED	B30 9104	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE4	104	110		41U

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
06858	AF0034

E23 PART NUMBER	E38 DATE REMOVED
6050T12G001	9104

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
C1086		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
06858	AF0034

G23 PART NUMBER 6050T12G01

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C1086		

DISCREPANCY

COMPLY WITH PPB #8 REV B

PSSN 310026

PILOT/INITIATOR AZ1 Thompson

CORRECTIVE ACTION

COMPLIED WITH PPB #8 REV B

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Thomas	ADC Fuller	ADC Fuller	AZ1 Nelson

↑ ↓ MODEX PRI TURN-IN DOCUMENT SYSTEM/REASON MCN

Figure 9-295 TD Compliance (Applies to a Component Within a Module)

9.5.8 Engine Component Cannibalization Actions. Production control, when authorized by supply, will initiate cannibalization actions. The removal of components for cannibalization and the replacement of components after cannibalization will be documented on one VIDS/MAF using the procedure outlined in Figure 9-297.

Engine Cannibalization (Supply Asset) (Figure 9-297)

Figure 9-297 is an example for cannibalization action of a removal and subsequent replacement of a component from a supply asset engine.

ENTRIES REQUIRED SIGNATURE - Check LOGS and REC boxes and enter name/rate to certify all applicable logs/records have had appropriate entries made.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - This section will be used to document or record supply requisitions.

A22 - Enter the appropriate WUC for the item being cannibalized.

A29 - Enter the appropriate I-level organization code.

A32 - Transaction code; must be 18 (Appendix P).

A34 - Maintenance level; must be 2.

A35 - Action taken code; must be T (Appendix E).

A36 - Malfunction description code; must be 814 (Appendix I).

A39 - Items processed; must be 1.

A41 - Enter the total number of man-hours expended to complete the job.

A45 - Enter the total EMT that applies.

A48 - Enter the general TEC of the engine, for example, JHDX.

A52 - Enter the PSSN of the engine.

A58 - When discovered code; must be O (Appendix R).

A59 - Type maintenance code; must be B (Appendix H).

B08, B19 & B30 - Enter the Julian dates the work was received, started, and completed.

E08 through E52 - Enter the manufacturer's code, serial number, part number, Julian date removed, and appropriate time/cycle data for the removed item.

G08 through G48 - Enter the manufacturer's code, serial number, part number, and appropriate time/cycle data for the installed component.

B53 through D17 - Make the appropriate entries (if applicable).

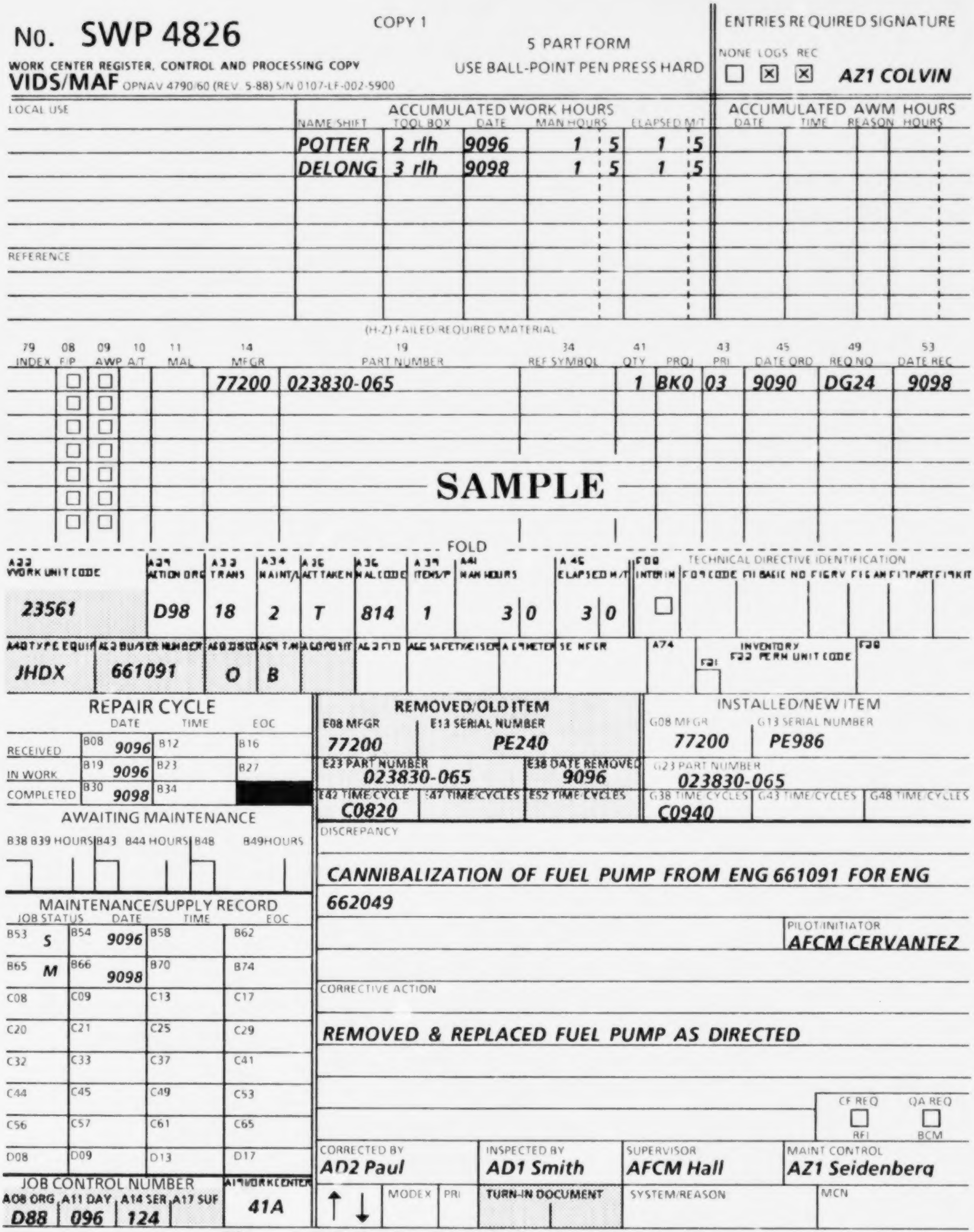
A08 through A14 - Enter a supply JCN with the organization code of the supporting supply activity. The Julian day and a three-digit numeric serial number is assigned by production control.

A19 - Enter the work center code for the work center expending the man-hours (Appendix D).

DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action taken.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.



No. SWP 4826

COPY 1

5 PART FORM

USE BALL-POINT PEN PRESS HARD

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

VIDS/MAF OPNAV 4790/60 (REV. 5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE ☐ LOGS ☒ REC ☒ AZ1 COLVIN

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
POTTER	2 rlh	9096	1 5	1 5
DELONG	3 rlh	9098	1 5	1 5

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			77200	023830-065		1	BK0	03	9090	DG24	9098
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

SAMPLE

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 REV	F16 AM	F17 PART	F19 KIT
23561	D98	18	2	T	814	1	3 0	3 0	☐						

A40 TYPE EQUIP	A42 BU/SER NUMBER	A50 DISCD	A51 T/M	A52 POSIT	A62 FID	A66 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
JHDX	661091	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 9096	B12	B16
IN WORK	B19 9096	B23	B27
COMPLETED	B30 9098	B34	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 9096	B58	B62
B65 M	B66 9098	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
D88	096	124		41A

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
77200	PE240

E23 PART NUMBER	E38 DATE REMOVED
023830-065	9096

E42 TIME/CYCLE	E47 TIME/CYCLES	E52 TIME/CYCLES
C0820		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
77200	PE986

G23 PART NUMBER 023830-065

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0940		

DISCREPANCY

CANNIBALIZATION OF FUEL PUMP FROM ENG 661091 FOR ENG 662049

PILOT/INITIATOR AFCM CERVANTEZ

CORRECTIVE ACTION

REMOVED & REPLACED FUEL PUMP AS DIRECTED

CF REQ ☐ RFI

QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Paul	AD1 Smith	AFCM Hall	AZ1 Seidenberg

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM/REASON	MCN

Figure 9-297 Engine Cannibalization (Supply Asset)

9.6 Training Device Utilization (TDU) Reporting

9.6.1 Introduction. Since its inception in 1972, TDU reporting has remained basically unchanged. The system was originally implemented using a single source document to report training device inventory, status, and utilization information. The advent of status (SCIR) and inventory reporting on the VIDS/MAF document provide an opportunity to incorporate improvements into the system for utilization reporting on training devices. The primary changes in TDU reporting are:

a. A new source document used exclusively for utilization reporting.

b. Reduced number of data elements reported.

c. Improved method of reporting multi-station devices.

d. Better correlation between device utilization and time available for training.

e. Improved capability for reporting substitute training.

9.6.1.1 Application. OPNAVINST 10171.4B (NOTAL) governs the device utilization and application reporting system and establishes the basic selection criteria for utilization reporting under the 3M system. To accommodate utilization reporting under the 3M system, the following are also required:

a. An assigned TEC.

b. An assigned Serial Number.

9.6.1.2 System Capability. In addition to providing for device utilization reporting, the TDU system accommodates reporting of time when the device is available for training. The capability to report utilization by position has been incorporated in the TDU system without distorting the serial number, as did the former system. Computer processing of data for multi-position devices allows data to be displayed on 3M reports comparable to data for single-position devices. Except for instructor/operator data, the TDU system collects most of the former utilization data elements. The final design of the TDU system has incorporated past recommendations to improve utilization reporting. As a consequence, the TDU system is simpler and more adaptable to the great variety of training situations encountered.

9.6.1.3 Training Device Utilization Form (TDUF) (OPNAV 4790/103). The TDUF are obtained in pads of 100 sheets which facilitate use of carbon paper to reproduce file copies. The format of the TDUF has been designed to allow the sheet to be folded for display on the VIDS board. A sample of the TDUF is shown in Figure 9-299.

9.6.1.4 TDU Data Elements. The following briefly describes the data elements required for TDU reporting and is sequenced to correlate with the data blocks on the TDU form:

a. Block 1 - SERIAL. A one to six character entry is required in this block. Serial number of the device.

b. Block 2 - TEC. A four character alpha/numeric code that identifies the specific type of training device.

c. Block 3 - ORG. A structured three character alpha/numeric code to identify an activity.

d. Block 4 - UTI BAS (Utilization Base). A single character alpha code to identify the base for utilization reporting (either H-meter reading, T-clock hours, or C-cycle/events).

e. Block 5 - FUNCT CAP (Functional Capability). A two character numeric entry (1 to 99) that represents the total number of training stations/positions on a device. A training station/position for purposes of utilization reporting may represent training capability for one or a group of trainees, depending on the device.

f. Block 6 - BEGIN DATE. The Julian date the device was turned on in preparation for the day's training schedule.

g. Block 7 - BEGIN TIM/CY (Begin Time/cycle). A five character numeric entry for meter reading in hours or cycle/event count. A four character numeric entry for time of day (clock hours). This block displays time or meter reading a device

TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10. FUNCT ID	11. START DATE	12. START TIM/CY	13. STOP DATE	14. STOP TIM/CY	15. ACT UPC	16. NO. STU	17. STU ID	18. UAC	19. SCH UPC	20. CONT RCD	
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-SAMPLE-

1. SERIAL	2. TEC	3. ORG	4. UTI BAS	5. FUNCT CAP	6. BEGIN DATE	7. BEGIN TIM/CY	8. END DATE	9. END TIM/CY		52

Figure 9-299 Training Device Utilization Form (OPNAV 4790/103)

was turned on in preparation of the day's training schedule.

h. Block 8 - END DATE. The Julian date that power was turned off at the conclusion of the training day, the form is filled up, the meter on the device is changed, or the form is closed out at the end of the month.

i. Block 9 - END TIM/CY (End Time/Cycle). A five character numeric entry for meter reading in hours or cycle/event count. A four character numeric entry for the time of day (clock time). This block displays the time that power was turned off at the conclusion of the training day (after maintenance), the form is filled up, the meter is changed, or the form is closed out at the end of the month.

j. Block 10 - FUNCT ID (Functional Identifier). A two character numeric entry (1 to 99) to identify the position actually being used for training or for loss of training. Each position in a multiposition device is assigned a position number.

k. Block 11 - START DATE. Julian date that training or loss of training occurred.

l. Block 12 - START TIM/CY (Start Time/Cycle). A five character numeric entry for meter reading in hours or cycle/event count. A four character numeric entry for time of day (clock hours). The entry in this block indicates the time or meter reading when training started.

m. Block 13 - STOP DATE. Julian date that training was completed.

n. Block 14 - STOP TIM/CY (Stop Time/Cycle). A five character numeric entry for meter reading in hours or cycle/event count. A four character numeric entry for time of day (clock hours). The information in this block indicates the meter reading or clock time the training session was completed.

o. Block 15 - ACT UPC (Actual Utilization Purpose Code). A three character alpha/numeric code which represents the actual training received or lost.

p. Block 16 - NO. STU (Number of Students). A three character numeric entry to indicate the number of students who received training.

q. Block 17 - STU ID (Student Identification). A two character alpha/numeric code to identify the students who received training. (Optional, may be left blank.)

r. Block 18 - UAC (User Activity Code). A five character alpha/numeric code that may be either a 3M organization code or the unit identification code (UIC) of the students receiving training. UICs of less than 5 characters must be preceeded by zeros to total five characters.

s. Block 19 - SCH UPC (Scheduled Utilization Purpose Code). A three character alpha/numeric code to identify the type of training scheduled but not received. This block is not used when actual UPC is the same as scheduled UPC.

t. Block 20 - CONT RCD (Continued). Check this block if continued from previous TDUF.

9.6.1.5 Internal Flow and Responsibilities

9.6.1.5.1 Data Analysis. The analyst section is responsible for implementing TDU reporting as a companion to other documentation under 3M. Functional requirements for TDU reporting, processing, and support consist of the following:

a. Monitors implementation and operation of TDU. Reviews completed TDUFs and output reports for accuracy and completeness, including the daily audit and monthly reports. Coordinates with the DSF to correct errors contained in the data base.

b. Insures that an adequate supply of TDUFs are on hand and readily available for documenting device utilization.

c. Establishes procedures to assure codes required for TDU reporting are accessible to work center personnel, including UPCs assigned to training syllabi.

d. Retains duplicate TDUFs while originals are processed at the DSF.

e. Maintains one month file of completed TDUFs and a 6 month file of TDU monthly reports.

f. Assures timely submission of TDU source documents to the DSF for processing, including end of month close out.

g. Coordinates preparation and distribution of TDU reports from the DSF to user activities/ commands.

9.6.1.5.2 Data Services Facility (DSF). DSF is responsible for the timely distribution of the daily audit and TDU reports. In support of these processes the data services facility also:

a. Maintains a master data base file including TDU information.

b. Processes TDU documents on a daily basis or mutually agreed upon periodicity, and produces TDU audit reports. Also processes corrections to the local data file and to the central data bank when necessary.

c. In conjunction with the analysis section, establishes data cut-off dates, produces/distributes monthly reports, and forwards monthly data to the central data bank.

d. Maintains a six-month history file containing TDU data.

9.6.1.6 Documentation Procedures. Information required for several blocks on the TDUF is selected on the basis of certain predetermined factors or guidelines. These factors or guidelines remain constant and are not dependent on the variables of training situations. Once determined for a specific device, information for the blocks on the TDUF does not change. To avoid redundancy in later TDU documentation examples, the following paragraphs provide information relating to these blocks on the TDUF, and will not be repeated later when the examples are explained:

a. Utilization Base. Training device utilization is reported in one of three ways; cycles, hour meter reading, or time of day. Devices that are reported in cycles require a C to be entered in block 4 of the TDUF. These devices are identified by TEC. All other devices are reported by hours and tenths or hours and minutes. Cycle information is obtained from a meter count, or a tabulated count in the absence of a meter. Cycle devices with count meters must use the meter reading for TDU documentation. Cycles are entered in blocks 7, 9, 12, and 14 on the TDUF in whole numbers only. Noncycle devices with running time meters which equate to device "power-on" to "power-off" time will use this meter for TDU reporting and requires an H to be entered in block 4 of the TDUF. Time entries from running time meters are entered in blocks 7, 9, 12, and 14 of the TDU form in hours and tenths. The first four positions of this entry represent hours and the fifth position represents tenths.

NOTE

When meters are replaced on devices that use hour/cycle meters for TDU reporting, the existing TDUF should be closed out and a new one initiated with a start time/cycle obtained from the new meter.

Time base devices without meters require a T to be in block 4 and time of day entries in blocks 7, 9, 12, and 14 of the TDUF. Time of day range for this entry is 0001-2400.

b. Functional Capability. Some training devices are designed with a capability to provide independent simultaneous training. Consequently, this capability influences the way the device is maintained and operated. Formerly, these devices required special consideration for reporting and processing data under the 3M system. One of the changes incorporated in utilization reporting has been to facilitate utilization reporting by position on these devices yet still allow all data to be processed alike. The total of all positions on one of the devices is called the "functional capability". This number is entered in block 5 on the TDUF and becomes the computation base for utilization reporting. For example, a device with four positions, each capable of providing independent simultaneous training, would be assigned a "functional capability" indicator of 4. Once assigned, the "functional capability" indicator is always entered in block 5 on the TDUF. The number entered in block 5 indicates the maximum number of positions that require separate utilization reporting. Most devices are assigned a "functional capability" indicator of 1 which means utilization is reported for the whole device.

c. Functional Identifier. The "functional identifier" indicates which of the positions is being used for training. The reporting custodian is responsible for numbering each position to be reported separately when the "functional capability" indicator (block 5) is greater than one. A device assigned a "functional capability" indicator of 4 would have four positions to be reported separately. Once a position number is assigned it should not be changed. If, for example, position 3 was the only position used for training over a period of time, the "functional identifier" would still be 3. The "functional identifier" is entered in block 10 on the TDUF to identify the position that was used for training. Each time a position is used, entries are required on the TDUF in blocks 10 through 18, and sometimes 19. The one exception is when one or more of the positions are used for purpose other than student training. In these instances, a zero is placed in block 10, the "functional identifier", to signify use of the device for other than student training. Position(s) identified in block 5 on the TDUF may represent one or more trainee stations. Neither "functional capability" indicator nor the "functional identifier" correlate with student capacity of position(s).

9.6.1.7 TDU Implementation. When new devices that meet the criteria for TDU reporting are installed at activities reporting under the 3M system, utilization reporting commences concurrent with the ready for training date. Devices that would normally qualify for TDU reporting, but are installed at non3M activities, may or may not require utilization reporting. Each of these instances are individually evaluated. The conditions governing TDU reporting are in the following paragraphs.

9.6.1.7.1 Initiating TDU Reporting. A TDU document is initiated by entering the appropriate information in blocks 1 through 8 (record type 52) when electrical power is applied to energize the device for operation or maintenance.

9.6.1.7.2 Initiating Utilization Reporting. Blocks 10 through 19 on the TDUF (record type 53) are completed, as applicable, to document the following actions:

a. Use of the device for training purposes.

b. Use of the device for purposes other than training.

c. Loss of training for various reasons.

d. Time available for training but not used (optional).

9.6.1.7.3 TDU Form Close Out. The TDUF is closed out by completing blocks 8 and 9. All applicable utilization blocks (10 through 19) must be completed when blocks 8 and 9 are completed and the information in blocks 13 and 14 should not exceed the entries in blocks 8 and 9, except to report operator type training or lost training when a NMC condition exists that does not allow a "power-on" training mission to be conducted. When these conditions occur, this document must not be processed through the DSF until power is restored or until the end of the month. This allows reporting of lost or nonmission training to be continued. Close out of the TDUF is required when any of the following conditions occur:

a. Power is turned off on the last day of the month.

b. At 2400 on the last day of the month, if power is not turned off.

c. Any time the electrical power is "turned off" for more than one hour.

9.6.1.7.4 Trailer Records. There are two situations which will require trailer records to be prepared:

a. Where separate TDUFs are used to document each position on a multi-position device.

b. Where training continues but all spaces for documenting utilization on the original TDUF have been used. Trailer records are the additional or separate TDUF used to accommodate either or both of the situations above. Trailer records relate only to utilization and require entries in applicable blocks 10 through 19 and only in blocks 1, 2, and 3 of the 52 record. A 52 record is not key entered for trailer records, since the utilization data on a trailer record relates to the 52 record of the original TDUF. Blocks 4 through 9 on the TDUF are left blank on all trailer records.

9.6.1.8 TDU Documentation Examples. A number of the data elements required for TDU documentation are common with other 3M documentation requirements and are not repeated for explanation of TDU documentation. Similarly, detailed explanation of other TDU data elements, particularly codes, are contained in the applicable appendices and will not be included in the TDU documentation instructions. The following are provided as documentation examples for TDU. As much as possible, information is extracted from the 3M data bank for use in preparing the TDU documentation examples.

9.6.1.8.1 Reporting on a single position device. For this example, the device is the 2F55H and is identified for single position reporting. The power is turned on each morning and off each evening, thus necessitating the TDUF be closed out each day. An explanation of the entries used on the form follows (Figure 9-304):

a. Block 1 - SERIAL. Serial number of the device. If less than six characters, precede with zeros so all six positions are filled.

b. Block 2 - TEC. The TEC for the device 2F55H obtained from the NAMSO 4790.A7210-01 report.

c. Block 3 - ORG. Reporting custodian's organization code obtained from the NAMSO 4790.A7065-01 report.

d. Block 4 - UTI BAS. Since this device does not have an hour meter and is not a cycle device, a T indicates information in blocks 7, 9, 12, and 14 is time of day.

e. Block 5 - FUNCT CAP. Functional capability indicator (reportable positions).

f. Block 6 - BEGIN DATE. Julian date power was turned "ON" preparatory to the training day.

g. Block 7 - BEGIN TIM/CY. Time power was turned "ON"; clock time in hours and minutes since this device does not have a running time/cycle meter.

h. Block 8 - END DATE. Julian date that power was turned "OFF" at the conclusion of the training day. In this case, same date as block 6.

i. Block 9 - END TIM/CY. Time/cycle power was turned "OFF" at the end of the training day.

j. Blocks 10 through 19. Entries in these blocks are self-explanatory. The pertinent observations concerning the completed form are: the controlling custodian has elected not to report available and staffed time (UPC of Y16), one training session during the day was lost due to maintenance (X13), training was completed at 1745, power was turned off at 2030 after post operation checks were made and other maintenance was completed.

9.6.1.8.2 Reporting on a Two Position Device. Figure 9-305 illustrates TDU documentation on a device (1D23) assigned a "functional capability" of two (two position). Each of the two positions is capable of training 20 students. The first three lines depict training of three groups of students in position number one ("functional identifier" 1), block 10, for three different purposes. The third group of seven students was also trained 0.7 hours longer (block 14) than the others. Line 4 illustrates three "no show" students. Two hours of training for nine students were "lost due to maintenance" (documented on line 5). Different user activities (block 18) received training for the same purpose and time is shown by lines 6 and 7. The last line shows maintenance training was received by three enlisted personnel assigned to the training organization (block 18). Power was turned off at the end of the day when the meter reading was 3631.4 (block 9).

9.6.1.8.3 Reporting on a Cycle Type Device. A class of 14 students was trained on the ejection seat trainer, Device 9E6 (Figure 9-306). Ten students were Navy officers, two were foreign officers, and two were civilian test pilots. Preparatory to training, the seat was fired once for testing and once for demonstration. It was again tested during maintenance. The device has a count meter which records and accumulates each seat firing. If the cycle base device did not have a cumulative count meter, the data in block 7 could always be zero to initiate a new count for the day. The first entry in block 12 would also be zero. Subsequent entries in block 12 could be the cumulative count last recorded in block 14. For example, in Figure 9-307, the entry recorded in block 14 of line one is the entry recorded in block 12, line 2.

9.6.1.8.4 Separate Position Reporting. Some multi-position devices have the capability of providing completely independent and simultaneous training. Except for the common core equipment, such as the central computer, each position is frequently scheduled, operated, and supported independently. Utilization reporting under TDU is adaptable to this type of situation. Device 2F90

TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO STU	17 STU ID	18 UAC	19 SCH UPC	20 CONT RCD	
1	9160	0910	9160	1025	2LC	1	A1	SL1			53
1	9160	1040	9160	1120	2LA	1	A1	MA2			53
1	9160	1300	9160	1415	6RB	2	A1	FF3			53
1	9160	1450	9160	1530	2LA	1	A1	FF5			53
1	9160	1545	9160	1645	X13	2	A1	MA2	6RC		53
1	9160	1650	9160	1745	2LC	1	A1	FF2			53
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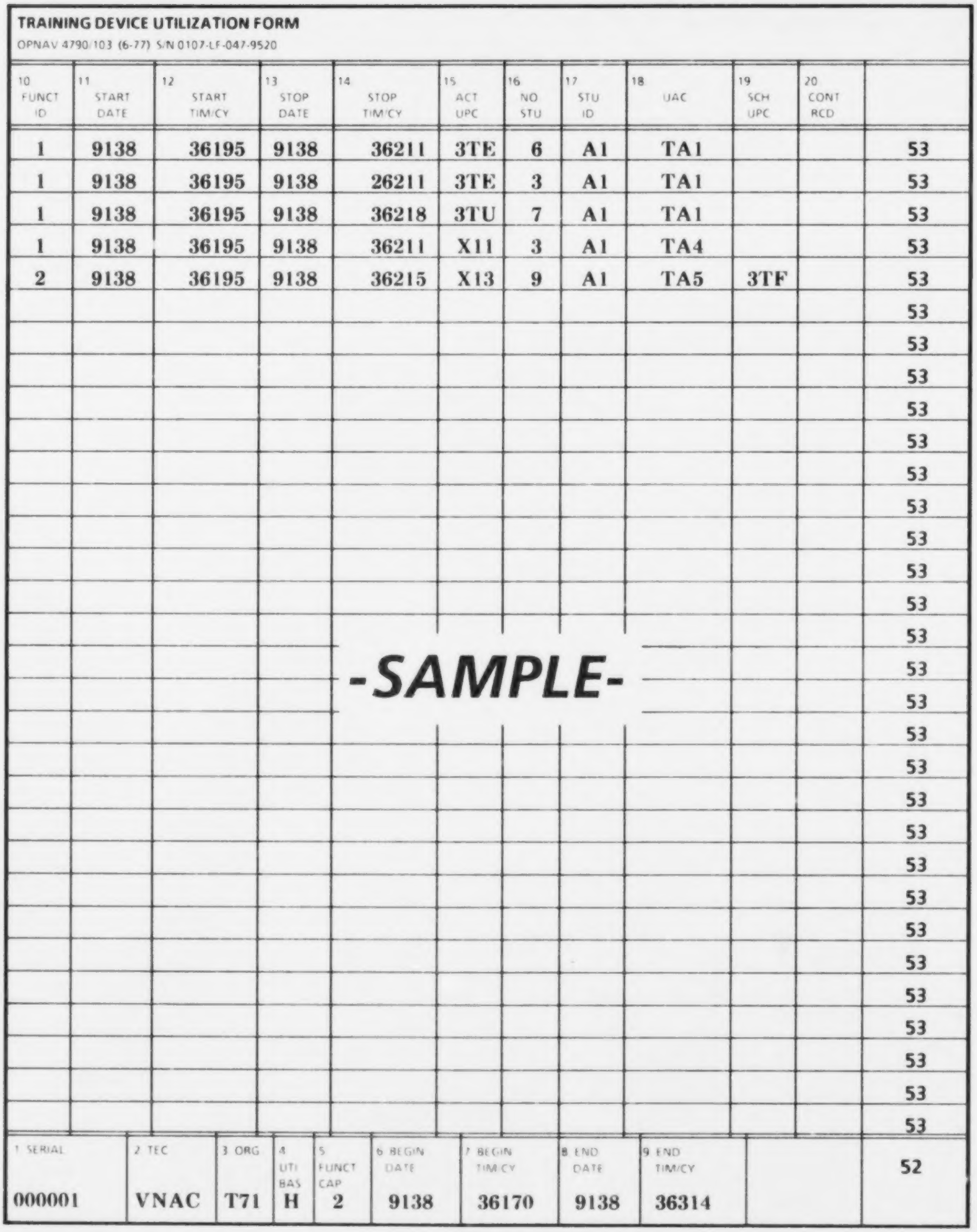
1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
002089	VFPG	M72	T	1	9160	0700	9160	2030		52

-SAMPLE-

Figure 9-304 Training Device Utilization Form 2F55H Example



TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO STU	17 STU ID	18 UAC	19 SCH UPC	20 CONT RCD	
1	9138	36195	9138	36211	3TE	6	A1	TA1			53
1	9138	36195	9138	26211	3TE	3	A1	TA1			53
1	9138	36195	9138	36218	3TU	7	A1	TA1			53
1	9138	36195	9138	36211	X11	3	A1	TA4			53
2	9138	36195	9138	36215	X13	9	A1	TA5	3TF		53
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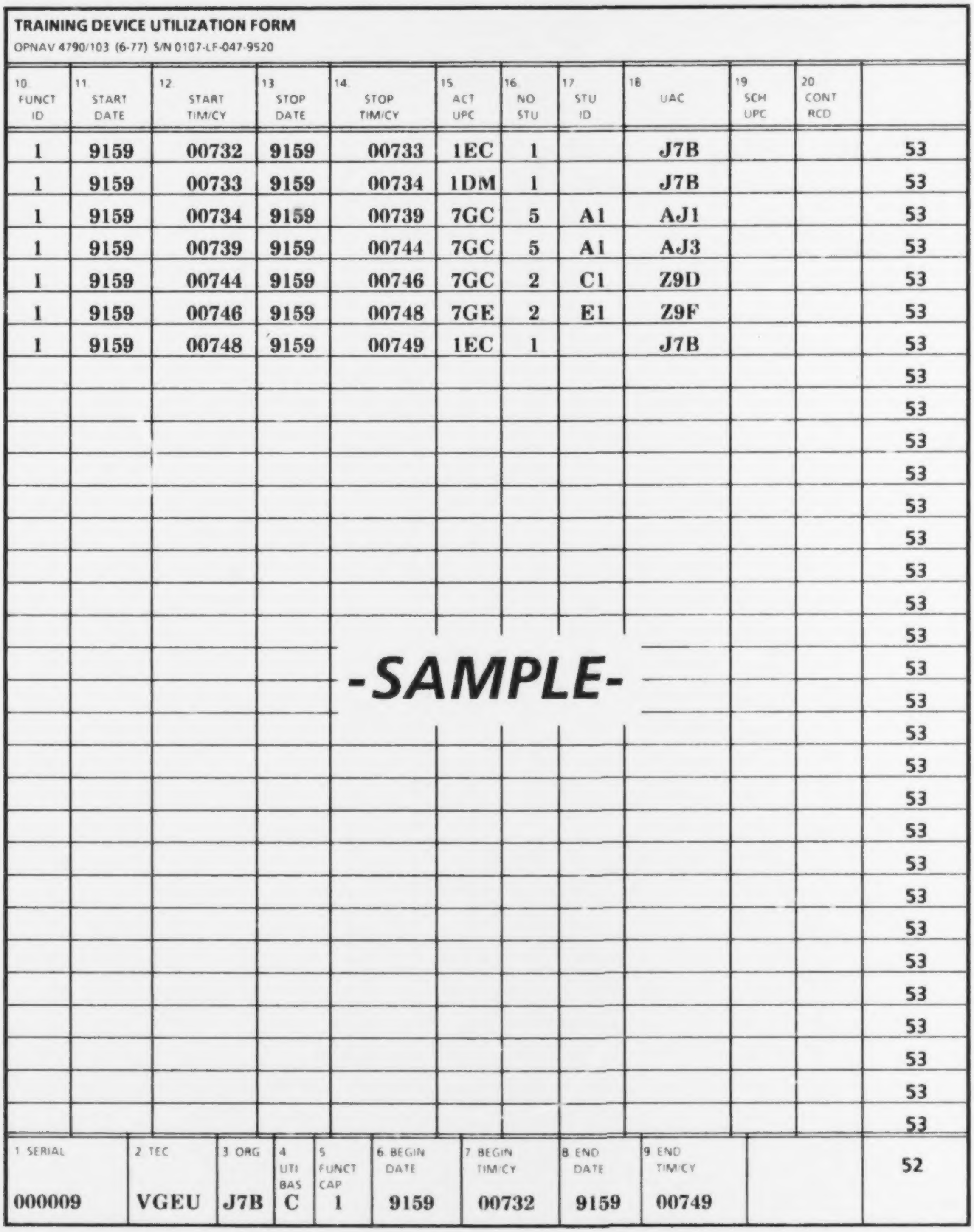
1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
000001	VNAC	T71	H	2	9138	36170	9138	36314		52

-SAMPLE-

Figure 9-305 Training Device Utilization Form 1D23 Example



TRAINING DEVICE UTILIZATION FORM
OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10. FUNCT ID	11. START DATE	12. START TIM/CY	13. STOP DATE	14. STOP TIM/CY	15. ACT UPC	16. NO STU	17. STU ID	18. UAC	19. SCH UPC	20. CONT RCD	
1	9159	00732	9159	00733	1EC	1		J7B			53
1	9159	00733	9159	00734	1DM	1		J7B			53
1	9159	00734	9159	00739	7GC	5	A1	AJ1			53
1	9159	00739	9159	00744	7GC	5	A1	AJ3			53
1	9159	00744	9159	00746	7GC	2	C1	Z9D			53
1	9159	00746	9159	00748	7GE	2	E1	Z9F			53
1	9159	00748	9159	00749	1EC	1		J7B			53
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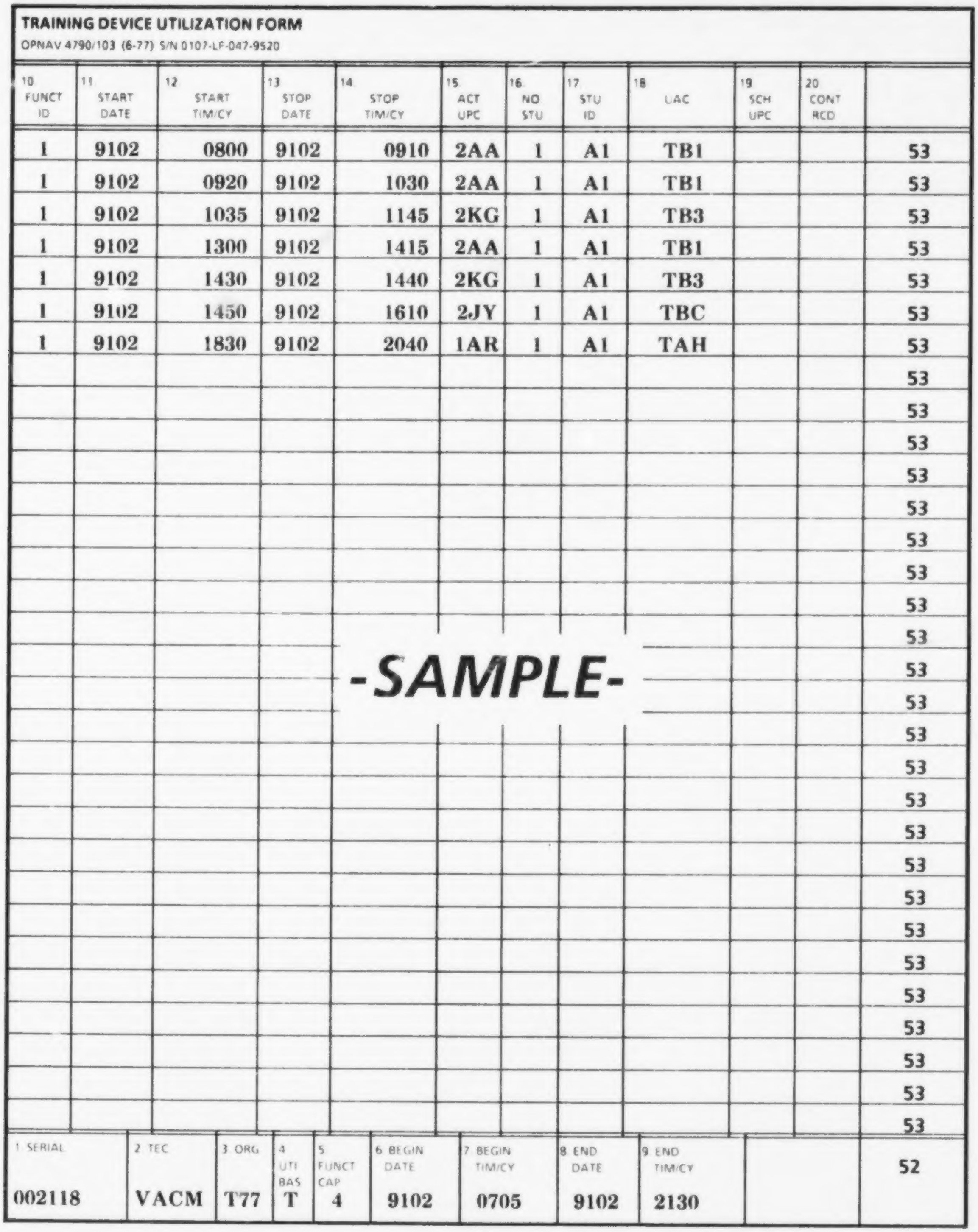
-SAMPLE-

1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
000009	VGEU	J7B	C	1	9159	00732	9159	00749		52

Figure 9-306 Training Device Utilization Form 9E6 Example



TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO STU	17 STU ID	18 UAC	19 SCH UPC	20 CONT RCD	
1	9102	0800	9102	0910	2AA	1	A1	TB1			53
1	9102	0920	9102	1030	2AA	1	A1	TB1			53
1	9102	1035	9102	1145	2KG	1	A1	TB3			53
1	9102	1300	9102	1415	2AA	1	A1	TB1			53
1	9102	1430	9102	1440	2KG	1	A1	TB3			53
1	9102	1450	9102	1610	2JY	1	A1	TBC			53
1	9102	1830	9102	2040	1AR	1	A1	TAH			53
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1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
002118	VACM	T77	T	4	9102	0705	9102	2130		52

-SAMPLE-

Figure 9-307 Training Device Utilization Form 2F90 Position 1 (Master Record)

is designated as a four position device. Application of TDU in this and similar instances is based on the use of a master TDUF for utilization documentation on one position, and trailer TDUFs for each of the other positions. All the blocks, 1 through 9, are completed on the master TDUF and blocks 10 through 19, as applicable, to report utilization. Only blocks 1 through 3 and 10 through 18, as applicable, are completed on the trailer records. Figure 9-307 illustrates a TDU master record for device 2F90. Figures 9-309, 9-310, and 9-311 are the companion trailer records. Note that block 5 on the master record indicates the total number of positions designated for the device. Blocks 6, 7, 8, and 9 are the power on/off dates/times for the device. In the example shown (Figure 9-306), position 1 was selected for master documentation. Only utilization data (blocks 11 through 18) for position 1 are entered on this form. When the master record is closed out (blocks 8 and 9 completed), the "trailer records for positions 2, 3, and 4 must be completed (blocks 10 through 18) and assembled with the master record prior to submission to the DSF. This type of separate position reporting is optional. The 2F90, or any multi-position device, could be reported as shown in Figure 9-315 (on a single sheet, if so desired).

9.6.1.8.5 Extended Operating Period. Most devices are operated on a daily cycle where power-on and power-off times occur within the same day. There are occasions when electrical power may be applied for extended periods of time to accommodate lengthy training missions, equipment check out, demonstrations, etc. Device 14A6 is one which may have training missions that extend over several days and the information recorded in blocks 1 through 9 would reflect this. The utilization entries in applicable blocks 10 through 18 would reflect the extended utilization time. The device 14A6 is assigned a position indicator of 36. Figure 9-312 illustrates the documentation of an extended training period. Blocks 1 through 9 depict the total time/dates the device had electrical power applied. Applicable blocks 10 through 18 display the utilization that occurred during the period. Since the controlling custodian does not require student identification, block 17 is left blank. The UICs are used in block 18 instead of 3M organization codes to identify the user. In this example (Figure 9-312) it was elected not to record position utilization on separate trailer sheets and the example in Figure 9-312 has been abbreviated to conserve space. Normally, during such a period, a larger amount of training could be expected.

9.6.1.8.6 Available and Staffed Reporting. To aid in utilization of maintenance planning and scheduling, some controlling custodians have elected to report the time a device is available and staffed in addition to device utilization, and list training time. A UPC of "Y16" is used to identify the time a device is available and staffed but not used. Normally, a device is available for utilization during the normal training day except for the time required to service and prepare the device after a training session is completed. Figure 9-313 provides an example of available reporting. Notice the difference between the stop time (block 14) for a utilization session and the start time (block 12) for available reporting. This is due to turnaround time required to prepare the device for the next mission. When available and staffed time "Y16" is documented, the reporting custodian's organization code is entered in block 18.

TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO. STU	17 STU ID	18 UAC	19 SCH UPC	20 CONT RCD	
2	9102	0830	9102	0945	2AA	1	A1	TB1			53
2	9102	1000	9102	1115	X12	1	A1	TB1	2AA		53
2	9102	1120	9102	1145	2CQ	1	A1	TBC			53
2	9102	1330	9102	1415	1AR	1	A1	TAH			53
2	9102	1415	9102	1530	X13	1	A1	TB1	2AA		53
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-SAMPLE-

1. SERIAL	2. TEC	3. ORG	4. UTI BAS	5. FUNCT CAP	6. BEGIN DATE	7. BEGIN TIM/CY	8. END DATE	9. END TIM/CY		
002118	VACM	T77								52

Figure 9-309 Training Device Utilization Form 2F90 Position 2 (Trailer Record)

TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO STU	17 STU ID	18 UAC	19 SCH UPC	20. CONT RCD	
3	9102	0800	9102	0845	2BC	1	A1	TBC	2AA		53
3	9102	0900	9102	1020	2BC	1	A1	TBC			53
3	9102	1400	9102	1510	2AA	1	A1	TB1			53
3	9102	1515	9102	1615	2AA	1	A1	TB1			53
3	9102	1630	9102	1725	2AZ	1	A1	TAH			53
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1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
002118	VACM	T77								52

-SAMPLE-

Figure 9-310 Training Device Utilization Form 2F90 Position 3 (Trailer Record)

TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10. FUNCT ID	11. START DATE	12. START TIM/CY	13. STOP DATE	14. STOP TIM/CY	15. ACT UPC	16. NO STU	17. STU ID	18. UAC	19. SCH UPC	20. CONT RCD	
4	9102	0800	9102	0910	2AA	1	A1	TB1			53
4	9102	1110	9102	1200	2AA	1	A1	TB1			53
4	9102	1315	9102	1405	1MT	1	A1	T77			53
4	9102	1405	9102	1530	2AZ	1	A1	TBC			53
4	9102	1530	9102	1645	1PT	1	A1	TB3			53
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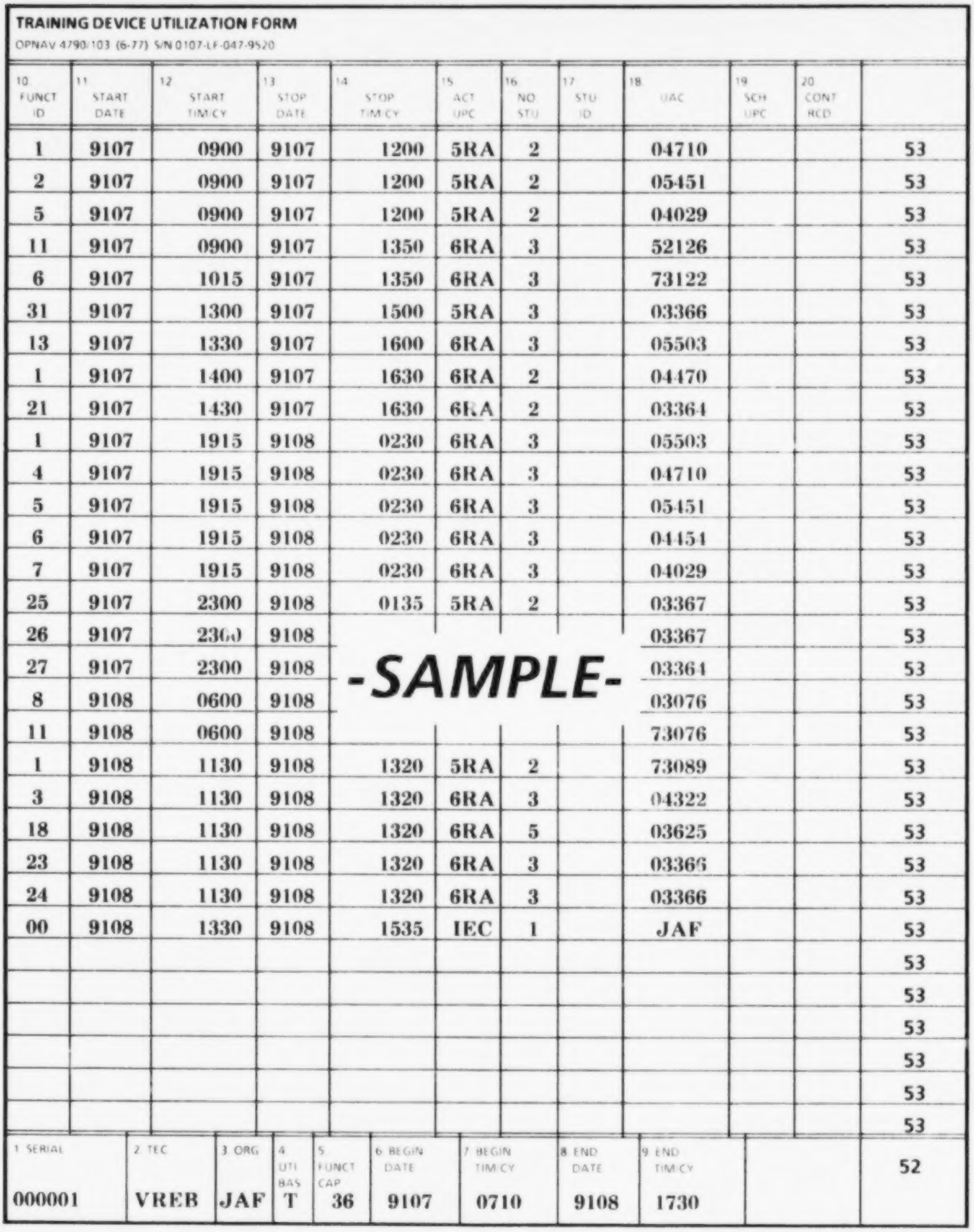
-SAMPLE-

1. SERIAL	2. TEC	3. ORG	4. UTI BAS	5. FUNCT CAP	6. BEGIN DATE	7. BEGIN TIM/CY	8. END DATE	9. END TIM/CY		
002118	VACM	T77								52

Figure 9-311 Training Device Utilization Form 2F90 Position 4 (Trailer Record)



TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO STU	17 STU ID	18 UAC	19 SCH UPC	20 CONT RCD	
1	9107	0900	9107	1200	5RA	2		04710			53
2	9107	0900	9107	1200	5RA	2		05451			53
5	9107	0900	9107	1200	5RA	2		04029			53
11	9107	0900	9107	1350	6RA	3		52126			53
6	9107	1015	9107	1350	6RA	3		73122			53
31	9107	1300	9107	1500	5RA	3		03366			53
13	9107	1330	9107	1600	6RA	3		05503			53
1	9107	1400	9107	1630	6RA	2		04470			53
21	9107	1430	9107	1630	6RA	2		03364			53
1	9107	1915	9108	0230	6RA	3		05503			53
4	9107	1915	9108	0230	6RA	3		04710			53
5	9107	1915	9108	0230	6RA	3		05451			53
6	9107	1915	9108	0230	6RA	3		04454			53
7	9107	1915	9108	0230	6RA	3		04029			53
25	9107	2300	9108	0135	5RA	2		03367			53
26	9107	2300	9108					03367			53
27	9107	2300	9108					03364			53
8	9108	0600	9108					03076			53
11	9108	0600	9108					73076			53
1	9108	1130	9108	1320	5RA	2		73089			53
3	9108	1130	9108	1320	6RA	3		04322			53
18	9108	1130	9108	1320	6RA	5		03625			53
23	9108	1130	9108	1320	6RA	3		03366			53
24	9108	1130	9108	1320	6RA	3		03366			53
00	9108	1330	9108	1535	IEC	1		JAF			53
											53
											53
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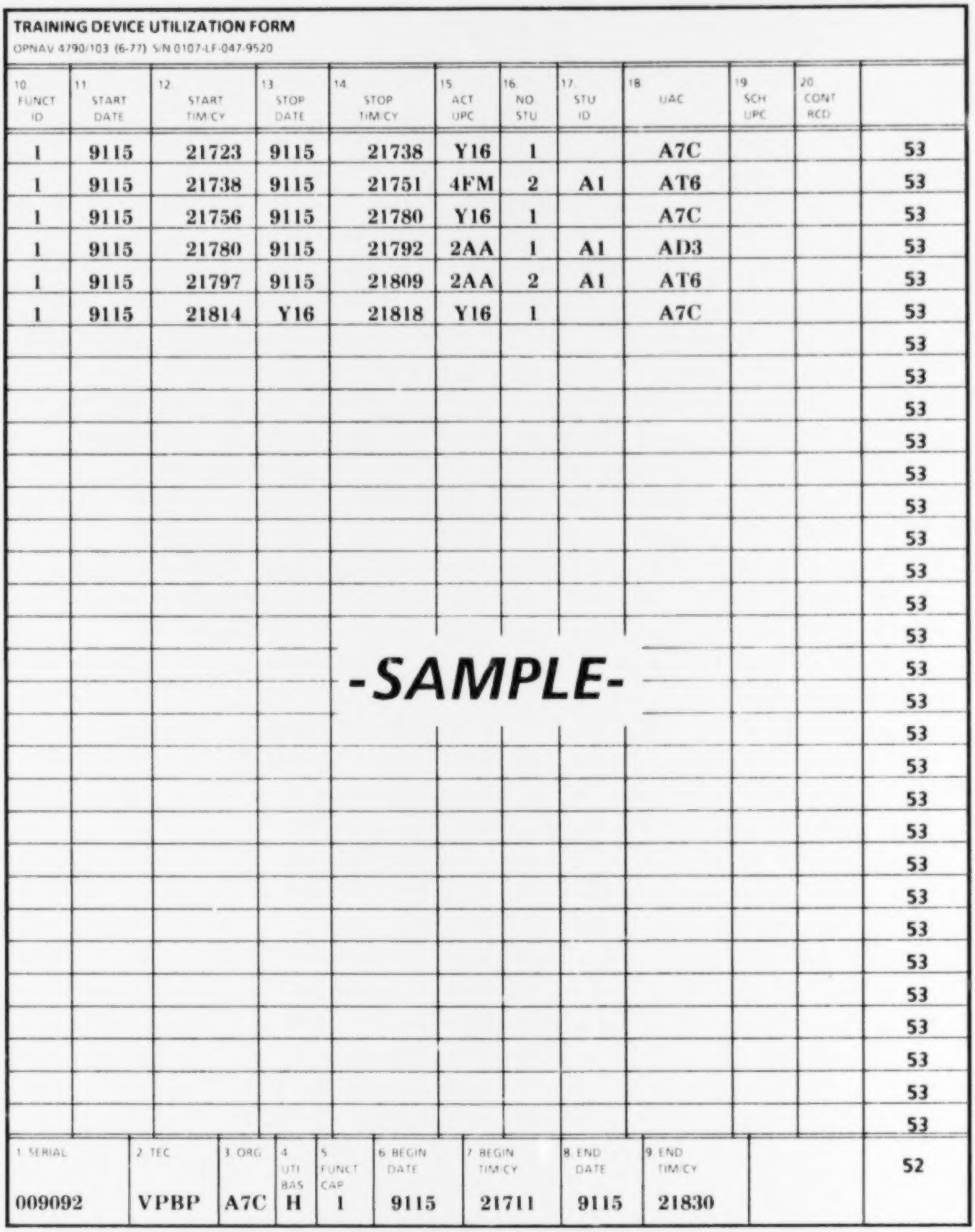
											53
											53
											53

-SAMPLE-

1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
000001	VREB	JAF	T	36	9107	0710	9108	1730		52

Figure 9-312 Training Device Utilization Form 14A6 Example



TRAINING DEVICE UTILIZATION FORM

OPNAV 4790/103 (6-77) S/N 0107-LF-047-9520

10 FUNCT ID	11 START DATE	12 START TIM/CY	13 STOP DATE	14 STOP TIM/CY	15 ACT UPC	16 NO STU	17 STU ID	18 UAC	19 SCH UPC	20 CONT RCD	
1	9115	21723	9115	21738	Y16	1		A7C			53
1	9115	21738	9115	21751	4FM	2	A1	AT6			53
1	9115	21756	9115	21780	Y16	1		A7C			53
1	9115	21780	9115	21792	2AA	1	A1	AD3			53
1	9115	21797	9115	21809	2AA	2	A1	AT6			53
1	9115	21814	Y16	21818	Y16	1		A7C			53
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1 SERIAL	2 TEC	3 ORG	4 UTI BAS	5 FUNCT CAP	6 BEGIN DATE	7 BEGIN TIM/CY	8 END DATE	9 END TIM/CY		
009092	VPBP	A7C	H	1	9115	21711	9115	21830		52

-SAMPLE-

Figure 9-313 Training Device Utilization Form Available Time

CHAPTER 10

Intermediate Level Naval Aviation Logistics Command Management Information System

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CHAPTER 10

Intermediate Level Naval Aviation Logistics Command Management Information System

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APPENDIX A

Acronyms and Abbreviations

A - Army
AAW - Anti-Airwarfare
ABO - Aviator's Breathing Oxygen
A/C - Aircraft
ACC - Aircraft Controlling Custodian
ACNO - Assistant Chief of Naval Operations
ACO - Administrative Contracting Officer
ACT - Action
ACT UPC - Actual Utilization Purpose Code
ADJ - Adjustment
ADP - Automatic Data Processing
ADPS - Automated Data Processing Section
{A} AEPS - Aircrew Escape Propulsion System
AESR - Aeronautical Equipment Service Record
AF - Aft
AF - Air Force
AFB - Air Force Base
AFB - Airframe Bulletin
AFC - Airframe Change
AFM - Aviation Fleet Maintenance
AIG - Address Indicator Group
AIMD - Aircraft Intermediate Maintenance Department
AIR - Aircraft Inventory Record
AK - Aviation Storekeeper
AL - Alternate
ALSS - Aviation Life Support System
AM - Amendment
AME - Aviation Structural Mechanic Egress
AMH - Aviation Structural Mechanic Hydraulics
AMMRL - Aircraft Maintenance Material Readiness List
AMO - Aircraft Maintenance Officer
AMS - Aviation Structural Mechanic
AMSU - Aeronautical Material Screening Unit
APU - Auxiliary Power Unit
AS - Aviation Support Equipment Technician
ASD - Aviation Support Division
ASO - Aviation Supply Office
ASPA - Aircraft Service Period Adjustment
ASR - Assembly Service Record
ASWOC - Antisubmarine Warfare Operations Center
AT - Aviation Electronics Technician
AT - Action Taken
ATE - Automatic Test Equipment
ATO - Aircraft Transfer Order
ATSS - Aviation Training Support System
AUTODIN - Automatic Digital Network
AUTOVON - Automatic Voice Network
AVC - Avionics Changes
AVCAL - Aviation Consolidated Allowance List
AVDLR - Aviation Depot Level Repairable
AVG - Average
AV3M - Aviation Maintenance and Material Management
AWM - Awaiting Maintenance
AWP - Awaiting Parts
AWSE - Armament Weapons Support Equipment
AX - Aviation Antisubmarine Warfare Technician
AZ - Aviation Maintenance Administrationman
BB - Building Blocks
BCM - Beyond Capability of Maintenance
BUNO - Bureau Number
BU/SERNO - Bureau/Serial Number
C - Cancelled
CAD - Cartridge Actuated Device
CANTRAC - Catalog of Navy Training Courses
{A} CART - Cartridge
CAT - Catapult
CAT I QDR - Category I Quality Deficiency Report
CAT II QDR - Category II Quality Deficiency Report
CC - Correction Code
CCS - Component Control Section
CDA - Central Design Activity
CDI - Collateral Duty Inspector
CDQAR - Collateral Duty Quality Assurance Representative
CERRC - Complete Engine Repair Requirements Card
CERR/SCC - Complete Engine Repair Requirements/Sequence Control Chart/Card
CFA - Cognizant Field Activity
CF REQ - Check Flight Required
CG - Coast Guard
CGFMF - Commanding General, Fleet Marine Force
CGFMFLANT/PAC - Commanding General, Fleet Marine Force Atlantic/Pacific
CGMARBDE - Commanding General, Marine Brigade
CGMAW - Commanding General, Marine Aircraft Wing
CINC - Commander in Chief
CM - Configuration Management
CMC - Commandant of the Marine Corps
CNAL/P - Commander, Naval Air Force, U.S. Atlantic/Pacific Fleet
CNATRA - Chief of Naval Air Training
CNET - Chief of Naval Education and Training

CNO - Chief of Naval Operations
CNTECHTRA - Chief of Naval Technical Training
CNTT - Chief of Naval Technical Training
CO - Commanding Officer
COG - Cognizant (Symbol)
COMFAIR - Commander Fleet Air
COMFAIRMED - Commander Fleet Air, Mediterranean
COMFAIRWESTPAC - Commander Fleet Air, Western Pacific
COMNAVAIRESFOR - Commander, Naval Air Reserve Force
COMNAVAIRLANT/PAC - Commander, Naval Air Force, U.S. Atlantic/Pacific Fleet
COMNAVAIRSYSCOM - Commander Naval Air Systems Command
COMNAVMILPERSCOM - Commander, Naval Military Personnel Command
COMNAVSURFLANT/PAC - Commander Naval Surface Force Atlantic/Pacific
COMSEC - Communications Security
CONT RCD - Continued Record
CONUS - Continental United States
COSAL - Consolidated Shipboard Allowance List
CPT - Co-Pilot Time
CR - Correction Record
CRIPL - Consolidated Remain In Place List
CTPL - Central Technical Publications Library
CV - Aircraft Carrier
DAR - Daily Audit Report
DCF - Document Control Form
DCNO - Deputy Chief of Naval Operations
DD - Department of Defense
DI - Document Identifier
DIFM - Due In From Maintenance
DISCD - Discovered
D-Level - Depot Level
DLR - Depot Level Repairable
DOD - Department of Defense
DON - Department of the Navy
DOP - Depot Overhaul Point
DOP - Designated Overhaul Point
DSF - Data Services Facility
DSP - Designated Support Point
DTG - Date Time Group
DTO - Direct Turn Over
EAF - Expeditionary Airfield
EAM - Electronic Accounting Machine
{A} ECAMS - Enhanced Comprehensive Asset Management System
ECM - Electronic Countermeasures
EHR - Equipment History Record
EI - Engineering Investigation
EIS - Equipment In Service
EMRC Engine Maintenance Requirements Card
EMT - Elapsed Maintenance Time
EOC - Equipment Operational Capability
EOS - Equipment Out of Service
EOT - Equipment Operating Time
EQUIP - Equipment
ETR - Engine Transaction Report
E/U - End Use
EXCD - Exception Code
EXREP - Expeditious Repair
FAD - Force Activity Designator
FASO - Field Aviation Supply Office
FASOTRAGRU - Fleet Aviation Specialized Operational Training Group
FASOTRAGRUDET - Fleet Aviation Specialized Operational Training Group Detachment
FASOTRAGRULANT/PAC - Fleet Aviation Specialized Operational Training Group Atlantic/Pacific
FCA - Field Calibration Activity
FCF - Functional Check Flight
FDR - Frequency Domain Reflectometry
FE - Fleet Equipment
FH - Flight Hours
FID - Fault Isolation Detection
FLEMATSUPPO - Fleet Material Support Office
FLR - Field Level Repairable
FMC - Full Mission Capable
FMF - Fleet Marine Force
FMFLANT - Fleet Marine Force Atlantic
FMFPAC - Fleet Marine Force Pacific
FMSO - Fleet Material Support Office
FO - Foreign Object
FOD - Foreign Object Damage
FOM - Facilitate Other Maintenance
FP - Failed Part
FRAMP - Fleet Readiness Aviation Maintenance Personnel
FS - Fleet Support
FUNCAP/ID - Functional Capability/Identifier
FW - Fore
HEMP - Hourly Engine Maintenance Program
HF - High Frequency
HMR - Hazardous Material Report
HRS - Hours
HSI - Handbook of Service Instructions
ICRL - Individual Component Repair List
ID - Interconnection Device
I-Level - Intermediate Level
ILS - Integrated Logistic Support
ILSP - Integrated Logistic Support Program/Plan
IMA - Intermediate Maintenance Activity
IMRL - Individual Material Readiness List
INAS - Industrial Naval Air Station

INC - Incorporated
INFO - Information
INT - Interim
IOU - I Owe You
IP - Items Processed
IPB - Illustrated Parts Breakdown
IPI - Items Processed Intermediate
IPO - Items Processed Organizational
IRIL - Issue/Receipt/Inventory and Location
ITEMS/P - Items Processed
JATO - Jet Assisted Takeoff
JCN - Job Control Number
JOAP - Joint Oil Analysis Program
KIN - Kit Identification Number
LAMPS - Light Airborne Multipurpose System (Helicopter)
LH/RH - Left-hand/Right-hand
LOX - Liquid Oxygen
LRCA - Local Repair Cycle Asset
LW - Lower
M - Maintenance (Job Status)
MAG - Marine Aircraft Group
MAINT/L - Maintenance Level
MAL - Malfunction Description Code
MALS - Marine Aviation Logistics Squadron
MAM - Maintenance Assist Module
MAW - Marine Aircraft Wing
MCC - Material Control Code
MCRS - Material Condition Reporting Status
MCN - Maintenance Action Form Control Number
MDF - Master Data File
MDR - Maintenance Data Report
MDS - Maintenance Data System
MEASOPCONCEN - MEASURE Operational Control Center
MEASURE - Metrology Automated System for Uniform Recall and Reporting
MESM - Mission Essential Subsystem Matrix
METCAL - Metrology and Calibration
METER - Metrology Equipment Recall
METRL - Metrology Requirements List
MFGR - Manufacturer
MHRS - Man Hours
MHRSO - Man Hours Organizational
MI - Maintenance Instruction
MIARS - Maintenance Information Automated Retrieval System
MILSTRAP - Military Standard Transaction Reporting and Accounting Procedure
MILSTRIP - Military Standard Requisitioning and Issue Procedure
MIM - Maintenance Instruction Manual
MIS - Management Information System
ML - Maintenance Level
MMCO - Maintenance Material Control Officer
MMU - MiniMart Unit
MO - Maintenance Officer
MOD - Modification
MOS - Military Occupational Speciality
MR - Material Report/Reporting
MRC - Maintenance Requirement Card
MSL - Master Salvage List
MSR - Module Service Record
MT - Maintenance Time
MULTI - Multiple
NA - Naval Air
NA - Not Applicable
NAESU - Naval Aviation Engineering Services Unit
NADEP - Naval Aviation Depot
NADOC - Naval Aviation Depot Operations Center
NALC - Navy Ammunition Logistic Code
NALCOMIS - Naval Aviation Logistics Command Management Information System
NAMO - Naval Aviation Maintenance Office
NAMP - Naval Aviation Maintenance Program
NAMSO - Navy Maintenance Support Office
NAMTRAGRU - Naval Air Maintenance Training Group
NAMTRAGRUDET - Naval Air Maintenance Training Group Detachment
NAS - Naval Air Station
NATC - Naval Air Test Center
NATOPS - Naval Air Training and Operating Procedures Standardization
NATSF - Naval Air Technical Services Facility
NAVAIR - Naval Air Systems Command
NAVAIR FS - Naval Air Systems Command Fleet Support
NAVAIRSYSCOM - Naval Air Systems Command
NAVAIRTECHSERVFAC - Naval Air Technical Services Facility
NAVAVNDEPOT - Naval Aviation Depot
NAVAVNDEPOTOPSCEN - Naval Aviation Depot Operations Center
NAVAVNMAINTOFF - Naval Aviation Maintenance Office
NAVDAC - Naval Data Automation Command
NAVELEX - Naval Electronics Systems Command
NAVFLIRS - Naval Flight Record Subsystem
NAVMASSO - Navy Management Systems Support Office
NAVMAT - Naval Material Command
NAVSAFECEN - Naval Safety Center
NAVSUP - Naval Supply Systems Command
NAVTRAEQUIPCEN - Naval Training Equipment Center

NC - Not Carried
NCR - No Calibration Required
NDI - Nondestructive Inspection
NEC - Navy Enlisted Classification
NFO - Naval Flight Officer
NHA - Next Higher Assembly
NIIN - National Item Identification Number
NINC - Not Incorporated
NMC - Not Mission Capable
NMCM - Not Mission Capable Maintenance
NMCMS - Not Mission Capable Maintenance - Scheduled
NMCMU - Not Mission Capable Maintenance - Unscheduled
NMCS - Not Mission Capable Supply
NOAP - Navy Oil Analysis Program
NOC - Not Otherwise Coded
NonRFI - Not Ready For Issue
NOTAL - Not To All
NSN - National Stock Number
O-Level - Organizational Level
OLSP - Operational Logistics Support Plan
OMA - Organizational Maintenance Activity
OMD - Operations Maintenance Division
OPNAV - Office of the Chief of Naval Operations
ORD - Ordered
ORG - Organization
OSI - Operational Support Inventory
OXY - Oxygen
PAGENR - Page Number
PEB - Pre-Expended Bin
PEBU - Pre-Expended Bin Unit
PERM - Permanent
PM - Periodic Maintenance
PM - Preventive Maintenance
PMC - Partial Mission Capable
PMCM - Partial Mission Capable Maintenance
PMCS - Partial Mission Capable Supply
PME - Precision Measuring Equipment
PMIC - Periodic Maintenance Information Card
PMRM - Periodic Maintenance Requirements Manual
PMS - Planned Maintenance System
PN - Part Number
P/N - Part Number
POS - Position
PPB - Power Plant Bulletin
PPC - Power Plant Change
PR - Primary
PR - Aircrew Survival Equipmentman
PRI - Priority
PRO - Processing Time
PROC - Processed
PROJ - Project
PR/SC/AL - Primary/Secondary/Alternate
PSE - Peculiar Support Equipment
PSI - Position Sensitive Indicator
PSSN - Propulsion System Serial Number
PT - Part
PUC - Permanent Unit Code
QA - Quality Assurance
QA/A - Quality Assurance/Analysis
QAR - Quality Assurance Representative
QEC - Quick Engine Change
QECA - Quick Engine Change Assembly
QECK - Quick Engine Change Kit
QTY - Quantity
REC - Received
REC - Record
RECTYP - Record Type
REF - Reference
REP - Repair Time
REPL - Replenishment
REQDAT - Requisition Date
REQ NO - Requisition Number
REQ NUM - Requisition Number
REV - Revision
RF - Radio Frequency
RFI - Ready For Issue
RH - Right Hand
RIO - Radar Intercept Officer
RPT CUST - Reporting Custodian
RRS - Readiness Reportable Status
RSSK - Rigid Seat Survival Kit
RV - Revision
S - Supply (Job Status)
SAF - Support Action Form
SAR - Search and Rescue
SARDIP - Stricken Aircraft Reclamation and Disposal Program
SAT - Short Airfield Takeoff
SC - Secondary
SCH - Scheduling Time
SCIR - Subsystem Capability and Impact Reporting
SCT - Special Crew Time
SDLM - Standard Depot Level Maintenance
SE - Support Equipment
SEB - Support Equipment Bulletin
SEC - Support Equipment Change
SECA - Support Equipment Controlling Authority
SECNAV - Secretary of the Navy
SEGTE - Support Equipment Gas Turbine Engine
SER - Serial Number
SERMIS - Support Equipment Resources Management Information System
SERNO - Serial Number

SESS - Support Equipment Standardization System
SIM - Simulated
SMIC - Special Material Identification Code
SM&R - Source, Maintenance, and Recoverability (Code)
S/N - Serial Number
SPCC - Ships Parts Control Center
SRA - Shop Replaceable Assembly
SRC - Scheduled Removal Component
SRS - Supply Response Section
SSC - Supply Support Center
SSN - Social Security Number
SSRA - Sub Shop Replaceable Assembly
STU ID - Student Identification
SU - Shipping Unit
SUADPS - Shipboard Uniform Automated Data Processing System
SUPORG - Supply Organization (Code)
SVC - Service
TACAN - Tactical Airborne Navigation
TAD - Temporary Additional Duty
TAT - Turnaround Time
TCP - Tool Control Program
TCPL - Tool Control Plan
TD - Technical Directive
TDC - Technical Directive Compliance
TDC BAS - Technical Directive Compliance Basic Number
TDCODE - Tecnical Directive Code
TDSA - Technical Directive Status Accounting
TDU - Training Device Utilization
TDUF - Training Device Utilization Form
TEC - Type Equipment Code
TIM/CY - Time Cycle
TM - Type Maintenance
TMR - Total Mission Requirements
T/M/S - Type/Model/Series
TOT - Total Turnaround Time
TR - Transaction Report
TRCODE - Transaction Code
TR DATE - Transaction Date
TRANS - Transaction
TYCOM - Type Commander
UAC - User Activity Code
UADPS - Uniform Automated Data Processing System
UIC - Unit Identification Code
ULT BAS - Utilization Base
UNCLAS - Unclassified
UNK - Unknown
UNS - Unscheduled Maintenance
UP - Upper
UPC - Utilization Purpose Code
USN - United States Navy
USMC - United States Marine Corps
VALSPECS - Validation Specifications
VAST - Versatile Avionics Shop Test
VHF - Very High Frequency
VERTREP - Vertical Replenishment
VIC - VAST Interface Change
VIDS - Visual Information Display System
VIDS/MAF - Visual Information Display System/Maintenance Action Form
VSC - VAST System Change
WC - Work Center
W/C - Work Center
WD - When Discovered
WRA - Weapons Replaceable Assembly
WUC - Work Unit Code
2M - Miniature/Microminiature (Program)
3M - Maintenance and Material Management

APPENDIX B

Forms and Reports

The forms listed in this appendix are available through the supply system, using NAVSUP P 2002 (NOTAL), or through the Federal Supply System. Forms that are available through the Federal Supply System will have an asterisk beside the National Stock Number (NSN). Use the following notes for forms that do not have an NSN listed.

NOTES

A. NAVMAT 4355 (NOTAL) series forms can be ordered from MEASURE Operational Control Center, Norfolk and San Diego.

B. Preprinted; Automatic distribution to MEASURE participants by MEASURE Operational Control Center, Norfolk and San Diego.

C. Mobile facilities logbook forms can be ordered from Naval Aviation Depot (NAVAVNDEPOT) (NAVAIR Engineering Support Office) Norfolk or North Island.

D. This form will be printed on demand and may be obtained from the closest Navy Publications and Printing Service.

Retention symbols assigned to reporting requirements, imposed by this instruction and required forms, are listed below. If no specific retention period is specified, refer to applicable instructions for retention guidelines. Final records disposition action will follow SECNAVINST 5212.5C.

NOTES

1. Copy 2 shall be filed/disposed of at the squadron analyst's discretion. Copy 3 shall be retained by maintenance control until monthly reports are received and verified, then filed for a minimum of three months.

2. Until superseded.

3. Retained until replaced by next like inspection record.

4. May be destroyed after daily verification.

5. Retained for a minimum of six months from the completed date.

6. Retain the last completed form and the most current form.

7. Retained for one month.

8. Documents with action taken L may be destroyed after daily verification. VIDS/MAFs that are SCIR related with an Action Taken N will be retained for a minimum of six months from the completed date.

9. Documents in support of calendar inspections will be retained for the last two completed calendar inspections. Documents in support of the phase/special inspections will be retained for one complete inspection cycle, or six months, whichever is greater.

10. Retained in the Aircraft Discrepancy Book as a separator for ten subsequent flights.

11. For daily reports, the due dates (due back to the user) listed indicate the number of working days following the date of submission of the source forms to a data services facility. For monthly reports, the due dates indicate the number of working days following the end of the month.

12. These reports will be retained during the current month and may be destroyed after receipt and verification of the monthly reports.

Table B-1 Forms

FORM NO./REV. DATE	TITLE	STOCK NO.	RETENTION (See Note)
DD 200 (10-84)	Report of Survey	0102-LF-000-2001	
DD 250 (11-68)	Material Inspection and Receiving Report	0102-LF-002-2002	
DD 365 (1-82)	Record of Weight and Balance Personnel	0102-LF-000-3650	
DD 365-1 (1-82)	Chart A Basic Weight Check List	0102-LF-000-3655	
DD 365-2 (1-82)	Form B Aircraft Weighting Record	0102-LF-000-3660	
DD 365-3 (1-82)	Chart C Basic Weight and Balance Record	0102-LF-000-3665	
DD 365-4 (1-82)	Weight and Balance Clearance Form F	0102-LF-000-3668	
DD 1155 (9-82)	Supplies or Services Request for Quotations, Order for (8 pt.)	0102-LF-001-1552	
DD 1348 (3-74)	DOD Single Line Item Requisition System Document (6 pt.)	0102-LF-001-3490	
DD 1348M (3-74)	DOD Single Line Item Requisition System Document (mechanical)	0102-LF-013-4840	
DD 1348-1 (3-74)	DOD Single Line Item Release Receipt Document (6 pt.) (white)	0102-LF-013-1040	
DD 1391 (12-76)	Military Construction Project Data FY	0102-LF-001-3910	
DD 1574 (10-66)	Serviceable Tag - Material	0102-LF-016-0300	
DD 1574-1 (10-66)	Serviceable - Material (2 pt.)	0102-LF-016-0375	
DD 1577 (10-66)	Material Unserviceable Condemned Tag	0102-LF-016-0600	
DD 1577-1 (10-66)	Material Unserviceable Condemned Label	0102-LF-016-0650	
DD 1577-2-3 (10-66)	Material Unserviceable (Repairable) (2 pt.)	0102-LF-016-0800	
DD 2026 (11-77)	Oil Analysis Request Feedback	0102-LF-002-0261	
NAVAIR 4423/1 (7-79)	SM&R Code Change Request	0102-LF-604-4230	
NAVAIR 4710/11 (10-70)	Shop Order - UADPS for INAS	0102-LF-607-4430	
NAVAIR 4710/12 (8-77)	Job Card	0102-LF-604-7160	
NAVAIR 4710/24 (8-81)	Depot Level Component Turn-in Form	0102-LF-604-7221	
NAVAIR 4730/8 (4-74)	Disassembly Inspection Report	0102-LF-608-4781	
NAVAIR 4790/3 (7-76)	Maintenance Requirements Card	0102-LF-604-7915	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 1	0102-LF-613-0000	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 2 Sheet 1	0102-LF-613-0020	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 2 Sheet 2	0102-LF-613-0030	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 2 Sheet 3	0102-LF-613-0040	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 3 Sheet 1	0102-LF-613-0050	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 3 Sheet 2	0102-LF-613-0060	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 4	0102-LF-613-0070	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 5	0102-LF-613-0110	
NAVAIR 10300/1 (3-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 6	0102-LF-613-0130	
NAVAIR 10300/1 (6-71)	GB-1A Liquid Oxygen/Nitrogen Generating Plant Log Part 7	0102-LF-613-0151	
NAVAIR 13053/1 (9-74)	TD Kit Shipment Report	0102-LF-614-8311	
NAVAIR 13100/1 (4-68)	Welding Certificate	0102-LF-618-3100	

FORM NO./REV. DATE	TITLE	STOCK NO.	RETENTION (See Note)
NAVAIR 13100/2 (4-68)	Welding Examination Record	0102-LF-618-3200	
NAVAIR 13650/1 (9-86)	IMRL Revision Request	0102-LF-613-6507	
NAVMAT 4355/1A	Calibrated	Note A	
NAVMAT 4355/2A	Calibrated refer to report	Note A	
NAVMAT 4355/3A	Calibrated	Note A	
NAVMAT 4355/4A	Calibrated refer to report	Note A	
NAVMAT 4355/7A	Special Calibration refer to tag	Note A	
NAVMAT 4355/8A	Special Calibration	Note A	
NAVMAT 4355/10A	Calibration Not Required	Note A	
NAVMAT 4355/11A	Inactive	Note A	
NAVMAT 4355/12A	Rejected	Note A	
NAVMAT 4355/14	Calibration Void if Seal Broken	Note A	
NAVMAT 4355/22A	Special Calibration	Note A	
NAVMAT 4355/24A	User Calibration	Note A	
NAVMAT 4355/25	Calibration Standard	Note A	
NAVMAT 4355/26	Calibration Standard	Note A	
NAVMAT 4355/27	Calibrated	Note A	
NAVMAT 4355/28	Cleaned for Oxygen Service	Note A	
NAVMAT 4355/29	Warning Cleaned for Oxygen Service	Note A	
NAVMAT 4355/30	Calibration Not Required	Note A	
NAVMAT 4355/31	Special Calibration	Note A	
NAVSUP 1205 (6-82)	Departmental Directives	0108-LF-503-7705	
NAVSUP 1364 (5-79)	Standard ICRL Program Input Card	0108-LF-501-3641	
NAVSUP 1375 (9-80)	Allowance Change Request - Fixed	0108-LF-501-3750	
OPNAV 1000/4A (12-82)	Manpower Authorization Change Request	0107-LF-010-0022	
OPNAV 3500/22 (5-69)	NATOPS Change Recommendation	0107-LF-722-2002	
OPNAV 3710/4 (2-84)	Naval Aircraft Flight Record	0107-LF-037-1020	1
OPNAV 4790/2K (6-75)	Ships Action Form (2 Kilo)	0107-LF-047-9011	
OPNAV 4790/5 (7-69)	Aircraft Flight Schedule Card	0107-LF-770-3100	
OPNAV 4790/11 (1-75)	Material Requisition Register	0107-LF-047-9055	
OPNAV 4790/12 (4-87)	Quality Assurance Representative/ Inspector Recommendation/Designation	0107-LF-047-9063	
OPNAV 4790/18 (3-86)	Aircraft Non-Aging Record	0107-LF-770-3381	
OPNAV 4790/19 (12-70)	Aircraft Log Book (Binder)	0107-LF-770-3385	
OPNAV 4790/21 (8-69)	Monthly Flight Summary (Separator)	0107-LF-770-3420	
OPNAV 4790/21A (2-86)	Monthly Flight Summary	0107-LF-047-9107	
OPNAV 4790/22 (8-69)	Inspection Record (Separator)	0107-LF-770-3440	
OPNAV 4790/22A (1-84)	Inspection Record	0107-LF-047-9110	
OPNAV 4790/23 (1-84)	Repair/Rework Record (Separator)	0107-LF-047-9116	
OPNAV 4790/23A (1-84)	Repair/Rework Record	0107-LF-047-9118	
OPNAV 4790/24 (8-69)	Technical Directives (Separator)	0107-LF-770-3480	
OPNAV 4790/24A (1-84)	Technical Directives	0107-LF-047-9124	
OPNAV 4790/25 (8-69)	Miscellaneous/History (Separator)	0107-LF-770-3500	
OPNAV 4790/25A (8-69)	Miscellaneous/History	0107-LF-770-3505	
OPNAV 4790/26 (8-69)	Explosive Devices (Separator)	0107-LF-770-3520	
OPNAV 4790/26A (8-81)	Installed Explosive Safety Devices	0107-LF-047-9134	
OPNAV 4790/27 (1-84)	Inventory Record (Separator)	0107-LF-047-9135	
OPNAV 4790/27A (1-84)	Inventory Record	0107-LF-047-9137	
OPNAV 4790/28A (1-84)	Scheduled Removal Component Card	0107-LF-047-9142	
OPNAV 4790/29 (1-84)	Aeronautical Equipment Service Record (Separator)	0107-LF-047-9145	

FORM NO./REV. DATE	TITLE	STOCK NO.	RETENTION (See Note)
OPNAV 4790/31 (8-69)	Equipment Operating Log (Separator)	0107-LF-770-3620	
OPNAV 4790/31A (1-84)	Equipment Operating Record	0107-LF-047-9157	
OPNAV 4790/33 (3-73)	Training Syllabus	0107-LF-770-3701	
OPNAV 4790/34 (10-69)	Required Reading and Maintenance Information Record	0107-LF-047-9170	
OPNAV 4790/35 (8-81)	Maintenance Instruction	0107-LF-047-9177	2
OPNAV 4790/36A (10-74)	Work Request - Customer Service	0107-LF-047-9180	
OPNAV 4790/38 (2-85)	Preflight/Daily/Turnaround/Postflight Maintenance Record	0107-LF-047-9191	3
OPNAV 4790/42 (1-84)	Support Action Form	0107-LF-047-9211	4
OPNAV 4790/45 (2-86)	Document Control Form	0107-LF-047-9229	5
OPNAV 4790/51 (8-88)	SE Custody and Maintenance History Record	0107-LF-003-3900	6
OPNAV 4790/52 (3-83)	SE Preoperational Record	0107-LF-770-5501	7
OPNAV 4790/54 (6-71)	Oxygen Sample, Identification Tag	0107-LF-770-5610	
OPNAV 4790/55 (6-71)	Oxygen Sample, Shipping Tag For	0107-LF-770-5620	
OPNAV 4790/58 (5-75)	Metrology Equipment Recall and Report (Meter) Card	Note B	
OPNAV 4790/58A (5-75)	Equipment Identification and Receipt Tag	Note B	
OPNAV 4790/60 (5-88)	VIDS/MAF	0107-LF-002-5900	5,8,9
OPNAV 4790/60 (5C) (2-82)	VIDS/MAF-Tractor Feed	0107-LF-770-5670	5,8,9
OPNAV 4790/61 (5-73)	Mobile Facility Logbook and Inventory Record - Table of Contents	Note C	
OPNAV 4790/62 (5-73)	Mobile Facility Logbook and Inventory Record - General Instructions	Note C	
OPNAV 4790/63 (5-73)	Mobile Facility Major Related Equipment Records - Table of Contents	Note C	
OPNAV 4790/64 (5-88)	SE Transaction Report	0107-LF-001-6600	
OPNAV 4790/65 (4-87)	SDLM Special Work Request	0107-LF-047-9336	
OPNAV 4790/66 (5-88)	Technical Publication Deficiency Report	0107-LF-002-4400	
OPNAV 4790/73 (5-73)	Mobile Facility Inventory Record Equipment List - Separator	Note C	
OPNAV 4790/73A (5-73)	Mobile Facility Inventory Record - Equipment List	Note C	
OPNAV 4790/74 (5-73)	Mobile Facility Inventory Records - Table of Contents	Note C	
OPNAV 4790/75 (5-73)	Mobile Facility Record of Shortages - Separator	Note C	
OPNAV 4790/75A (5-73)	Mobile Facility Record of Shortages	Note C	
OPNAV 4790/79 (2-84)	Aviation Fuel Cleanness Test Results	Note D	
OPNAV 4790/80 (1-84)	SE Depot Rework Schedule Request	0107-LF-047-9401	
OPNAV 4790/101 (1-84)	Parachute Configuration Inspection and History Record	0107-LF-047-9506	
OPNAV 4790/102 (10-82)	USN Aviation Support Equipment Operator's License	0107-LF-047-9511	
OPNAV 4790/103 (6-77)	Training Device Utilization Form	0107-LF-047-9520	
OPNAV 4790/104 (4-87)	Aircraft Inventory Record Certification and Record of Transfer	0107-LF-047-9529	
OPNAV 4790/105 (2-80)	Stock Status Card - Repairables	0107-LF-047-9530	
OPNAV 4790/106A (1-84)	Assembly Service Record	0107-LF-047-9531	
OPNAV 4790/108 (6-81)	Support Equipment Misuse/Abuse	0107-LF-047-9550	

FORM NO./REV. DATE	TITLE	STOCK NO.	RETENTION (See Note)
OPNAV 4790/109 (8-81)	Aircraft Inventory Record - Cover	0107-LF-047-9555	
OPNAV 4790/110 (8-81)	Aircraft Inventory Record	0107-LF-047-9560	
OPNAV 4790/111 (8-81)	Aircraft Inventory Record - Equip. List	0107-LF-047-9565	
OPNAV 4790/112 (8-81)	Aircraft Inventory Record - Shortages	0107-LF-047-9570	
OPNAV 4790/113 (1-84)	Equipment History Record Card	0107-LF-047-9576	
OPNAV 4790/134 (1-84)	Supplemental Records (Separator)	0107-LF-047-9670	
OPNAV 4790/135 (1-84)	Module Service Record	0107-LF-047-9675	
OPNAV 4790/136 (1-84)	Preservation/Depreservation Record (Separator)	0107-LF-047-9680	
OPNAV 4790/136A (1-84)	Preservation/Depreservation Record	0107-LF-047-9682	
OPNAV 4790/137 (2-84)	RSSK/Seat Pan/Soft Pack Survival Kit Configuration Inspection and History Record	0107-LF-047-9685	
OPNAV 4790/138 (2-84)	History Card - Aviation Crew System	0107-LF-047-9690	
OPNAV 4790/139 (8-88)	NDI Certification Record	0107-LF-003-2800	
OPNAV 4790/140 (2-84)	NDI Technician/Operator Work Record	0107-LF-047-9700	
OPNAV 4790/141 (2-86)	Aircraft Inspection and Acceptance Record	0107-LF-047-9706	10
OPNAV 4790/142 (5-88)	Structural Life Limits	0107-LF-002-6700	
OPNAV 4790/144 (2-86)	Aircraft Data Base Update (Card Type RG Manual)	Note D	7
OPNAV 4790/145 (2-86)	SE Supplemental Data (Card Type GA Manual)	Note D	7
OPNAV 4790/146 (2-86)	Engine and FE Failed Parts Report Card (Card Type D3 Manual)	Note D	7
OPNAV 4790/147 (2-86)	Aircraft Failed Parts Report Card (Card Type RE Manual)	Note D	7
OPNAV 4790/148 (2-86)	Aircraft and Engine Installed Parts (Card Type 45 Manual)	Note D	7
OPNAV 4790/149 (2-86)	Aircraft and Engine Removed Parts (Card Type 44 Manual)	Note D	7
OPNAV 4790/150 (2-86)	FE JCN Cross-Reference (Card Type 43 Manual)	Note D	7
OPNAV 4790/151 (2-86)	Engine JCN Cross-Reference (Card Type 42 Manual)	Note D	7
OPNAV 4790/152 (2-86)	Aircraft JCN Cross-Reference (Card Type 41 Manual)	Note D	7
OPNAV 4790/153 (2-86)	JCN Cross Reference Card (Card Type 41/42/43)	0107-LF-772-4290	7
OPNAV 4790/154 (2-86)	Installed Part Card (Card Type 45)	0107-LF-772-4300	7
OPNAV 4790/155 (2-86)	A/C Nonaging Record (Separator)	0107-LF-047-9775	
OPNAV 4790/156 (2-86)	Removed Part Card (Card Type 44)	0107-LF-772-4320	7
OPNAV 4790/157 (2-86)	ALSS Record (Separator)	0107-LF-047-9785	
OPNAV 5070/11 (9-75)	NWPL Catalog Card	0107-LF-050-7055	
OPNAV 5070/12 (1-79)	Change Entry Certification	0107-LF-050-7062	
OPNAV 5442/9 (7-81)	Aircraft Record "A"	0107-LF-054-4245	
OPNAV 5442/21 (7-81)	Aircraft Accounting Audit Report	0107-LF-054-4305	
OF-346 (11-85)	U.S. Gov't Motor Vehicle Operators Identification Card	7540-00-634-3999 *	
SF 135 (6-76)	Record Transmittal and Receipt	7540-00-634-4093 *	
SF 135-A (6-76)	Continuation Form	7540-00-823-7952 *	
SF 368 (10-85)	Quality Deficiency Report (CAT II)	7540-00-133-5541 *	

TABLE B-2 Reports

REPORT NO.	TITLE	FREQ	DUE DATE (Note 11)	RETENTION (See Note)
Daily Audit Report Part III	Erroneous Corrections/Deletions	Daily (if applicable)	1	12
Daily Audit Report Part IV	Unprocessable Data	Daily (if applicable)	1	12
DD 1348	DD 1348 Daily Audit Report (Part I, II)	Daily	1	12
E-00	Equipment Master Roster	Monthly	5	5
MDR-2	Monthly Production Report	Monthly	5	5
MDR-3	Job Control Number Consolidation Report	Monthly	5	5
MDR-4-1	Technical Directive Compliance Report	Monthly	5	5
MDR-4-2	Intermediate Technical Directive Compliance Rpt	Monthly	5	5
MDR-5	Maintenance Action by Bureau/Serial Number Rpt	Monthly	5	5
MDR-6	Maintenance Action by System and Component Rpt	Monthly	5	5
MDR-7	Component Repair/Beyond Capability of Maintenance Report	Monthly	5	5
MDR-8	Failed Parts/Parts Required Report	Monthly	5	5
MDR-9	Repair Cycle Data Report	Monthly	5	5
MDR-10	Foreign Object Damage Report	Monthly	5	5
MDR-11	Corrosion Control/Treatment Report	Monthly	5	5
MDR-12	No Defect Report	Monthly	5	5
MDR-13	When Malfunction Was Discovered Report	Monthly	5	5
MR-1-1	Repairable Management Data Report (Part I-Detail List WUC Part II-WUC Summary)	Monthly	5	5
MR-1-2	Repairable Management Data Report (Part I-Detail List NIIN, Part II-NIIN Summary)	Monthly	5	5
MR-2-1	Expense Item Management Data Rpt (Sup Org)	Monthly	5	5
MR-2-2	Expense Item Management Data Rpt (Supply/Maint Org)	Monthly	5	5
MR-2-3	Expense Item Management Data Rpt (Supply Org/TEC)	Monthly	5	5
NAVFLIRS	Daily Audit Report Part I	Daily	1	12
NAVFLIRS	Daily Audit Report Part II	Daily	1	12
NAVFLIRS-00	Individual Master Roster	Monthly	5	5
NAVFLIRS-1	Monthly Aircraft Utilization Report	Monthly	5	5
NAVFLIRS-2	Monthly Aircraft Mission Report	Monthly	5	5
NAVFLIRS-3	Monthly Individual Flight Activity Report	Monthly	5	5
NAVFLIRS-4	Monthly Aircraft Logistics Data Report	Monthly	5	5
SAF	Support Action Form Daily Audit Report (Part I, II)	Daily	1	12
SCIR-3	Monthly Equipment Discrepancy and Utilization Report	Monthly	5	5
SCIR-4	Monthly Equipment Capability Report	Monthly	5	5
SCIR-5-1	Monthly Equipment Mission Capability Summary Report	Monthly	5	5
SCIR-5-2	Monthly Equipment Mission Capability Bureau/Serial Summary Report	Monthly	5	5
SCIR-5-3	Monthly Mission and Maintenance Data Detail by Bureau/Serial Report	Monthly	5	5
TDU	Training Device Utilization Daily Audit Report (Part I, II)	Daily	1	12
TDU-2	Training Device User Monthly Utilization Report	Monthly	5	5
TDU-3	Monthly Training Device Utilization Report	Monthly	5	5

REPORT NO.	TITLE	FREQ	DUE DATE (Note 11)	RETENTION (See Note)
VIDS/MAF Copy 1	VIDS/MAF Copy 1 Daily Audit Report (Part I, II)	Daily	1	12
VIDS/MAF Copy 2	VIDS/MAF Copy 2 Daily Audit Report (Part I, II)	Daily	1	12

APPENDIX C

Definition of Terms

ACCEPTANCE - Assumption of responsibility for, or legal title to, an aircraft from another party. Receipt of new aircraft from a manufacturer (or of any aircraft from a nonNavy custodian) by a representative authorized to do so by the Navy. Provisional acceptance is the acceptance of an aircraft for which certain obligations with respect to the aircraft have not yet been fulfilled by the contractor.

ACCEPTANCE INSPECTION - See Inspection, Aircraft/Engine.

ACCESSORIES - See Airframe Accessories and Engine Accessories.

ACCESSORY - See Equipment, Division of.

ACCUMULATED HOURS - Hours that are expended against a job by individuals or shops within the same work center.

ACQUISITION - The process of planning, designing, producing, and distributing weapon systems/equipment. In this sense it includes the conceptual, validation, full scale development, production, and deployment/operational phases of the weapon systems/equipment not being procured by a project manager. It encompasses the entire process from inception of the requirement through the operation phase.

ACTION DATE - The Julian date on which a maintenance form is completed by a work center.

ACTION ORGANIZATION - The activity that actually performs the maintenance action. It is identified by a three-character, alphanumeric code.

ACTION TAKEN CODE - See Data Collection Codes, 3M.

ACTIVE AIRCRAFT - Aircraft currently engaged in supporting flying missions either through direct assignment to aircraft units or reassignment through any of the logistic processes of supply, maintenance, or modification.

ACTIVITY, AVIATION - See Aviation Activity.

ACTIVITY, MAINTENANCE - See Maintenance Activity.

ADJUST/ALIGN/TRIM - To bring variable elements of an item within specified limits.

ADMINISTRATIVE COMMANDS (Type Commands) - The commands that provide the tactical commands with the means to conduct tactical operations. Administration of training, supply, and repair of fleet units are some of their responsibilities.

AERONAUTICAL ALLOWANCE LISTS (Includes Naval Air Systems Command (NAVAIR) allowance lists (except advanced base lists), NAVAIR allowance requirements registers, and NAVAIR tables of basic allowances) - Lists of equipment and material determined from known or estimated requirements as necessary to place and maintain aeronautical activities in a material readiness condition. In the case of aerological and photographic material, this requirement is extended to all applicable naval activities.

a. Allowance Equipage Lists - Documents used to specify requirements for shipboard equipage and lists of miscellaneous material requirements for mechanical, electrical, ordnance, or electronic systems in operating spaces aboard ship.

b. Allowance Lists - Documents used to specify authorized requirements of operational support inventory for a squadron, intermediate maintenance activity or ship. The allowance is based on the activity's need for the item to perform its mission, the level of maintenance, and frequency of use.

c. Allowance Parts List - A listing of repair parts prepared for individual equipment/components.

d. Allowance Requirements Register - Documents used to determine authorized requirements of spare assemblies and repair parts at the intermediate and organizational levels of maintenance. These would be storeroom items under control of the supply department.

e. Aviation Consolidated Allowance List - A consolidated list of aeronautical material, tailored to each individual ship and Marine aircraft group to support assigned or embarked aircraft flight operations. It is normally prepared by the Aviation Supply Office under direction of the air type commander.

f. Coordinated Shipboard Allowance List (COSAL) - A shipboard allowance list tailored to suit an individual ship or MAG material support requirements. It is both a technical document and a supply document. It is technical in that equipment nomenclature, operating characteristics, applicable technical manuals, plans, repair parts, and special tool requirements for the operation and repair of ship or MAG equipment are described/documented. It is a supply document in that it lists, by equipment, the national stock number for each item supported by the naval supply system. It is a coordinated listing of a ship or MAG spares, repair parts, and consumable allowances. It also provides the basis for ship or MAG inventory management and development of second and third echelon support requirements. The COSAL is prepared by the Ships Parts Control Center for ship or MAG installed and portable mechanical, electrical, electronics, and ordnance equipment. The Branch Aviation Supply Office produces COSALs for aircraft launch and recovery systems, optical landing equipment, flight deck lighting, jet blast deflectors, and expeditionary airfield.

AERONAUTICAL EQUIPMENT - The equipment used within the maintenance complex that contributes to the completion of the maintenance mission. This includes aircraft, support equipment, aviators' equipment, and other similar devices.

AERONAUTICAL EQUIPMENT SERVICE RECORD - An insert to the basic aircraft logbook used as a service record for various aircraft equipment such as power plants and propellers.

AERONAUTICAL EXPEDITIONARY AIRFIELD (EAF) EQUIPMENT - Includes M-21 arresting gear, AM-2 airfield matting and accessories, airfield marking and lighting, MK-8 MOD-0 Fresnel optical landing system, reusable and lightweight earth anchors, and EAF communication system.

AERONAUTICAL MATERIAL - All the material used in the operation and maintenance of aircraft.

AIR COMMAND - See Controlling Custodian.

AIRCRAFT - An air vehicle, designed primarily for flight in the atmosphere, that has incorporated in its prime design the ability and requirement for human occupancy. See Active Aircraft, Experimental Aircraft, Inactive Aircraft, Production Aircraft, Program Aircraft, Project Aircraft, Reserve Aircraft, Reserve Stock Aircraft, Special Test Temporary Aircraft, Supporting Aircraft, and Unit Aircraft.

AIRCRAFT CONTROLLING CUSTODIAN (ACC) - A term applied to air commands and Naval Air Systems Command (NAVAIR) for exercising administrative control of assignment, employment, and logistic support of certain aircraft and aircraft engines as specified by the Chief of Naval Operations (CNO). The following ACCs have been designated by the CNO: Commander, Naval Air Force, U. S. Atlantic; Commander, Naval Air Force, U. S. Pacific; Chief, Naval Air Training; Commander, Naval Air Reserve Forces; and NAVAIR.

AIRCRAFT INSPECTIONS - See Inspection, Aircraft and Engine.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT - That department of an aviation ship (aircraft carrier, amphibious assault ship, helicopter assault landing ship, or naval air station responsible for the check, test, repair, or manufacture of aeronautical components and support equipment for the supported aircraft.

AIRCRAFT LOGBOOK - See Logbook, Aircraft.

AIRCRAFT MAINTENANCE AND MATERIAL READINESS LIST PROGRAM - A program that provides the data required for effective management of {A} selected support equipment (SE) at all levels of aircraft maintenance. Within this program, the following terms are significant:

a. Support Equipment Resources Management Information System (SERMIS) - A collection of technical and cataloging data identifying each end item of SE required for organizational and intermediate levels of aircraft maintenance. This data is used to develop individual material readiness lists.

b. Individual Material Readiness List (IMRL) - A consolidated list showing {**A**} certain items and quantities of SE required for material readiness of the aircraft ground activity to which the list applies. These lists are constructed by extracting those portions of the SERMIS that pertain to the maintenance and material logistics responsibilities of the activity to which the list applies.

AIRCRAFT TRANSFER ORDER - A letter or message type directive used to effect all transfers of aircraft.

AIRFRAME -

a. Aircraft Airframe - The structural components, including the framework and skin of such parts as the fuselage, empennage, wings, landing gear (minus tires), and engine mounts.

b. Missile Airframe - The assembled, principal structural components less propulsion system, control system, electronic equipment, and payload.

AIRFRAME ACCESSORIES - The items of equipment required for operation of the aircraft and cannot be considered an integral part of the airframe or engine, such as wheels, brakes, hydraulic equipment, fuel systems, deicing equipment, anti-icing equipment, and other items regardless of whether attached to the engine or airframe. See Equipment, Division of.

ALLOWANCE LISTS - Documents used to specify authorized requirements of operational support inventory for a squadron or intermediate maintenance activity. The allowance specified is based on the activity's need for the item to perform its mission, the level of maintenance effecting repair, and the frequency of use.

APPLICATION DATA MATERIAL READINESS LIST - See Aircraft Maintenance and Material Readiness List Program.

ARTICLE (Equipment or End Item) - Components, assemblies, subassemblies, and parts connected or associated together to perform an operational function.

ASSEMBLY - See Equipment, Division of.

AUDIT - As applied to the Quality Assurance Program, a periodic evaluation of detailed plans, policies, procedures, products, directives, and records. See Management Audit.

AUTOMATIC DISTRIBUTION - The action that provides initial distribution of publications to newly activated aircraft squadrons or ships and that provides definite follow-on distribution of supplementary publications, such as changes, revisions, and supplements, to recipients of the publications on initial distribution or to authorized requestors.

AUTOMATIC TEST EQUIPMENT - Equipment that carries out a predetermined program of testing for possible malfunction without reliance upon human intervention. Also called automatic checkout equipment.

AVIATION ACTIVITY - A formally structured staff, command, squadron, unit, or detachment headed by a commander, commanding officer, or officer-in-charge responsible for management, maintenance, material, and logistic support of naval aeronautical equipment. See Maintenance Activity.

AVIATION LIFE SUPPORT SYSTEM - Those items of equipment and clothing needed to allow aircrew members and aircraft passengers to: (1) function within all parameters of the flight environment, (2) safely egress from disabled aircraft and descend to the surface, and (3) survive on land and water to deal with rescue forces.

AVIONICS - The application of electronics to aviation and astronautics.

NOTE

For purposes of the Naval Aviation Maintenance Program, avionics is interpreted to include electronic, electrical, instrument, flight control, fire control, and bombing equipment and their subsystems taken either as independent equipment, groups of equipment, or integrated systems to accomplish assigned military missions.

AWAITING - Temporary idle, with or without preservation, while either awaiting entry (or awaiting transfer toward entry) into an operating status or into some logistic process, for example, rework, storage, final disposition.

AWAITING MAINTENANCE TIME - That time during which an aircraft is Not Mission Capable Maintenance (NMCM) or Partial Mission Capable Maintenance (PMCM) and no maintenance is being performed on the systems causing the NMCM or PMCM status. Other maintenance upkeep not causing an NMCM or PMCM condition may be performed on the aircraft during this period.

AWAITING PARTS - The condition that exists when materials required to complete a maintenance action are not available on station/ship.

BAILMENT - Aircraft under the controlling custody of Naval Air Systems Command but in the physical custody of nonNavy organizations pursuant to a contract for research, development, and evaluation or production testing for the Navy.

BENCH TEST - The subjection of aircraft, engines, accessories, equipment, and equipage to prescribed conditions and specifications with the use of shop test equipment to ensure proper functioning. See Test.

BEYOND CAPABILITY OF MAINTENANCE - A term/code used by intermediate level maintenance activities when repair is not authorized at that level, or when an activity is not capable of accomplishing the repair because of a lack of equipment, facilities, technical skills, technical data, or parts. This code will also be used when shop backlog precludes repair within time limits specified by existing directives (see Appendix E).

BOARD OF INSPECTION AND SURVEY (BIS)/ PRELIMINARY EVALUATION CONFERENCE - Convenes at Naval Air Systems Command (NAVAIR) approximately 60 days subsequent to the start of the BIS preliminary evaluation and is attended by representatives of Chief of Naval Operations, Chief of Naval Air Training, fleets, NAVAIR, Aviation Supply Office, and contractors. Evaluation of the aircraft and its support equipment is reported and action to be taken is determined. Proposed configuration of the aircraft for fleet delivery is established. Readiness of the aircraft and its associated equipment to commence the Fleet Introduction Program is a most important decision.

BUREAU NUMBER - An unhyphenated serial number, not exceeding six digits, used to identify individual airframes within the naval aircraft inventory. Each number is unique to a particular airframe. Assignment is controlled by the Chief of Naval Operations.

CALENDAR INSPECTION - See Inspection, Aircraft/Engine.

CALIBRATE - To determine and make required corrections in calibration standards or precision measuring equipment (PME). It consists of the comparison of two instruments, one of which is a certified calibration standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the other instrument or PME being compared with the certified calibration standard.

CALIBRATION - The process by which calibration installations compare a calibration standard or precision measuring equipment with a standard of higher accuracy to ensure that the former is within specified limits throughout its entire range. The calibration process involves the use of approved instrument calibration procedures.

CALIBRATION STANDARD - NAVAIR calibration installation equipment used to maintain continuity of value in the units of measurement embodied by periodic comparison with higher echelon or national standards.

CANNIBALIZE - Removal of serviceable parts from one aircraft for installation on another.

CHANGE - A technical publication which directs and provides instruction for the accomplishment of a change, modification, repositioning, or alteration of material in in-service aircraft, weapon system(s), assemblies, subassemblies, components, or support equipment. See Technical Directives.

CHECKOUT - A sequence of functional or operational tests, or calibration, to determine the condition and status of a weapon system or its elements.

CODE - See Material Condition Codes; Data Collection Codes, 3M; Parts Kit Codes; and Source, Maintenance, and Recoverability Codes.

COGNIZANCE - See Material Cognizance Code.

COGNIZANCE SYMBOL - A two-character alphanumeric code prefixed to Navy stock numbers to identify and designate the bureau, office, or supply demand control point that exercises supply management over specified categories of material. See Material Cognizance Codes.

COMMERCIAL DERIVATIVE NAVY AIRCRAFT - Aircraft procured by the Navy for which there is a certificated commercial counterpart.

COMMON SERVICING - That function performed by one military service in support of another military service for which reimbursement is not required from the service receiving the support. See Cross Servicing, Joint Servicing, and Interservice Support and Services.

COMMON SUPPORT EQUIPMENT - See Support Equipment.

COMPONENT - See Equipment, Division of.

COMPONENT REPAIR - See Maintenance Levels.

CONDITION CODES - See Material Condition Code.

CONDITIONAL INSPECTION - See Inspection, Aircraft/Engine.

CONFIGURATION - The functional and physical characteristics of material as described in technical documents and achieved in a product.

CONSOLIDATED REMAIN IN PLACE LIST - A listing of all authorized remain in place items published by the Aviation Supply Office and approved by the type commanders and the Naval Air Systems Command.

CONSUMABLE ITEM - Any item or substance which, upon installation, loses its identity and is normally consumed in use or cannot be economically repaired.

CONSUMABLE MATERIALS - See Expendable Supplies and Material.

CONTROLLING CUSTODIAN - Air commands and Naval Air Systems Command fleet support units exercising administrative control of assignment, employment, and logistic support of certain aircraft and engines, as specified by the Chief of Naval Operations.

CONTROLLING CUSTODY - See Custody.

CONVERSION - See Maintenance Types.

CORRECTIVE MAINTENANCE - The actions performed to restore an item to a specified condition.

CRITICAL DEFECT - See Defect.

CROSS SERVICING - That function performed by one military service in support of another military service for which reimbursement is required from the service receiving the support. See Common Servicing, Joint Servicing, and Interservice Support and Services.

CUSTODY - Cognizance and limited responsibilities for aircraft, equipage, equipment, material, and support equipment (SE). Categories of custody are as follows:

a. Controlling Custody - Administrative control of the assignment, logistic support, employment, and responsibility to account for and provide information about the aircraft/SE.

b. Physical Custody - Actual possession of the aircraft/SE for a definite purpose. This does not necessarily imply reporting custody.

c. Reporting Custody - Responsibility to account for and otherwise provide information about assigned aircraft/SE. This does not necessarily imply physical custody.

DAILY INSPECTION - See Inspection, Aircraft/Engine.

DATA - The method of communicating concepts, plans, descriptions, requirements, and instructions relating to technical projects, material, systems, and services. These may include specifications, standards, engineering drawings, associated lists, manuals, and reports, including scientific and technical reports; they may be in the form of documents, displays, sound records, punched cards, and digital or analog data.

DATA COLLECTION CODES, 3M - Codes used in the Maintenance Data System are:

a. Action Taken Code - A one-character alphabetic or numeric code that describes what action has been accomplished on the item identified by a work unit code (WUC).

b. Awaiting Maintenance (AWM) Reason Code - A one-character numeric code that describes the reason for an AWM condition.

c. Equipment Operational Capability Code - A three-character alphanumeric code that identifies the degree of degradation to mission capability and the system responsible for the degradation. The first character (alpha) is documented on the VIDS/MAF Copy 1 as applicable. The second and third characters (numeric) are computer generated from the first two positions of the WUC.

d. Malfunction Description Code - A three-character numeric or alphanumeric code used to describe the malfunction occurring on or in an item identified by a WUC.

e. Manufacturer's Code - A five-character numeric or alphanumeric code that identifies the manufacturer of a component, part, end item, etc.

f. Organization Code - A structured three-character alphanumeric code that identifies activities within a major command.

g. Support Action Code - A three-character numeric code that identifies specific categories of support type work of a repetitive nature not involving malfunctions, repairs, beyond capability of maintenance, or condemnation actions.

h. Technical Directive (TD) Code - A two-character numeric code that identifies the type of technical directives.

i. TD Status Code - A one-character alphabetic code used to indicate the status of compliance with a TD.

j. TD Identification Code - A 12 or 13-character alphanumeric code used to identify a specific TD.

k. Transaction Code - A two-character numeric code used to denote the type of data being reported, and to indicate the record type to be produced.

l. Type Equipment Code - A four-character alphanumeric code that identifies a complete end item or an equipment category.

m. Type Maintenance Code - A one-character numeric or alphabetic code that identifies the type of maintenance performed.

n. When Discovered Code - A one-character alphabetic code that identifies when the need for maintenance was discovered.

o. Work Center Code - A three-character alphanumeric code that identifies a work center.

p. Work Unit Code - A one-, three-, five-, or seven-character numeric or alphanumeric code that identifies the system, subsystem, and component or part of the end item.

DATA ELEMENT - A single unit of data related to an item record. Each data element is identified by a specific data element number to permit its selection for inclusion in output documents, indicating its relationship to other data, and for file maintenance purposes.

DATA SERVICES FACILITY - The activity that converts document data into machine records and uses these records to produce machine reports, listings, and preprinted/prepunched cards.

DEFECT - Any nonconformance of the unit or product with specified requirements. Defects will normally be grouped into one or more of the following classes but may be grouped into other classes or subclasses within these classes:

a. DEFECT, CRITICAL - A defect that constitutes a hazardous or unsafe condition, or as determined by experience and judgement could conceivably become so, thus making the aircraft unsafe for flight or endangering operating personnel.

b. DEFECT, MAJOR - A defect, other than critical, that could result in failure or materially reduce the usability of the unit or part for its intended purpose.

c. DEFECT, MINOR - A defect that does not materially reduce the usability of the unit or part for its intended purpose, or is a departure from standards but which has no significant bearing on the effective use or operation of the unit or part.

DEPARTMENT OF THE NAVY (DON) - The DON is separately organized under the Secretary of the Navy (SECNAV). It operates under the authority, direction, and control of the Secretary of Defense. It is composed of the executive part of the DON; the Headquarters, United States Marine Corps (USMC); the entire operating forces, including naval aviation, of the United States Navy and of the USMC, and the reserve components of those operating forces; and all shore activities, headquarters, forces, bases, installations, activities, and functions under the control or supervision of the SECNAV. It includes the United States Coast Guard when it is operating as a service in the Navy.

DEPOT LEVEL MAINTENANCE - See Maintenance Levels.

DESIGNATED OVERHAUL POINT - A depot level rework facility assigned the technical and overhaul responsibility for designated weapon system(s).

DESIGNATED REWORK POINT - A depot level rework facility assigned the technical and rework responsibility for designated weapons systems.

DETACHMENT - A temporary reporting custodian formed with aircraft assigned from a parent squadron or unit. Detachments are established when a squadron deploys one or more aircraft to a ship or base substantially removed from the location of the parent organization; the parent squadron commanding officer feels that it would be impractical to retain reporting custody of the aircraft so deployed. Detachments have the same responsibilities, with respect to the requirements of this instruction, as all other reporting custodians of aircraft.

DEVIATION - To depart from established policy or procedures, such as deviation from the NAMP. A specific written authorization granted prior to manufacture of an item, to depart from a particular performance or design requirement of a specification, drawing, or other document for a specific number of units or a specific period of time. A deviation differs from an engineering change in that an approved engineering change requires corresponding revision of the documentation defining the affected item, whereas a deviation does not contemplate revision of the applicable specification or drawing.

DIRECTIVE - A military communication in which a policy is established, a specific action is ordered, or a plan is put in effect.

DOCUMENT - (1) Specifications, lists, drawings, sketches, standards, pamphlets, reports, or other information relating to the design, procurement, manufacture, test, or inspection of items or services under a contract. (2) In the Maintenance Data System, any of the forms used to collect data at its source for conversion to machine records.

DOWNTIME - That element of time during which the item is not in condition to perform its intended function.

EGRESS SYSTEM - An egress system is defined as an ejection seat, interconnect and sequence system, cartridges and rocket motors used in their propulsion, installed parachute and seat survival kit.

ELAPSED MAINTENANCE TIME (EMT) - For the purposes of Maintenance Data Reporting, EMT is defined as the actual clock time, in hours and tenths, that maintenance was being performed on a job. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example, if five men complete a job in 2.0 hours of continuous work, the EMT = 2.0 hours and man-hours = 10.0.

ELECTRONIC ACCOUNTING MACHINES - Punched card equipment, for example, sorters, collators, keypunchers, accounting machines, calculating machines, and transceivers.

ELECTRONIC MATERIAL - Those electronic devices employed in the field of detection and tracking (underwater, sea, land, air, and space), recognition and identification, communications, aids to navigation, weapons control and evaluation, flight control, and electronic counter measures. Electronic devices are understood to include peculiar nonelectronic units required to complete individual operational functions such as power supplies, hoist mechanisms, antennas, vehicles, but to exclude associated nonelectronic equipment identified by other type designating systems.

END ARTICLE - An end weapon, aircraft system, subsystem, component, or equipment {R} being procured on a contract, including contractor furnished materials. Some examples are a transmission, an engine, a computer, or a radio. Certain end articles are treated as end items for documentation purposes under AV3M. This applies to repairable nonaeronautical equipment such as a computer or a radio. Aircraft engines are also treated as end items when documenting technical directive compliance or when work is performed on a removed engine. See End Item.

END ITEM - A final combination of end articles, component parts and materials that {R} is ready for its intended use, for example, aircraft, NC-2A, or avionics test bench. See End Article.

ENGINE ACCESSORIES - Those items of equipment required for engine operation that are not an integral part of the engine. Such equipment is included in the engine Illustrated Parts Breakdown. In most cases they are attached to the engine, but in special situations could be airframe mounted, such as oil pumps, fuel controls, engine driven fuel pumps, temperature amplifiers, afterburner controls, carburetors, magnetos, distributors, and ignition harnesses).

{A} ENHANCED COMPREHENSIVE ASSET MANAGEMENT SYSTEM - An automated system developed to process selected nontactical flight data in support of the reliability centered maintenance concept. Nontactical data is recorded on a data storage unit on-board the aircraft to capture engine exceedances, engine performance data and life limited component usage data.

ENROUTE - The physical movement of aircraft incident to change in its physical or reporting custody. See also Ferry.

EQUIPAGE - The noninstalled articles, not usually associated with a specific model of aircraft, that make up the configuration on aircraft. Examples are life rafts, parachutes, safety belts, survival equipment, portable fire extinguishers, flight clothing, and similar items.

EQUIPMENT - All articles needed to outfit an individual or organization. The term refers to clothing, tools, utensils, vehicles, weapons, and similar items.

EQUIPMENT, DIVISION OF - The following is a sequential listing of equipment divisions:

a. Part - Pieces joined together, that are not normally subject to disassembly without destruction of the designed use.

b. Subassembly - Two or more parts that form a portion of an assembly or a unit, replaceable as a whole, but having a part or parts that are individually replaceable.

c. Component/Assembly - A number of parts or subassemblies, or any combination, joined together to perform a specific function. This term applies to items that cannot be further disassembled for test or repair without requiring shop facilities.

NOTE

> The distinction between an assembly and a subassembly is not always exact. An assembly in one instance may be a subassembly in another where it forms a portion of an assembly.

d. Unit - An assembly or any combination of parts, subassemblies, and assemblies mounted together, normally capable of independent operation in a variety of situations.

e. Group - A collection of units, assemblies, or subassemblies, that is a subdivision of a set or system, but is not capable of performing a complete operational function.

f. Set - A unit or units and necessary assemblies, subassemblies, and parts connected or associated together to perform an operational function.

g. Subsystem - A major portion of a system that performs a specific function in the overall operational function of the system.

h. System - A complete system within the weapon such as landing gear system, flight control system, and radar navigation system.

i. Ancillary definitions -

(1) Accessory - A part, subassembly, or assembly designed for use in conjunction with or to supplement another assembly, unit, or set that contributes to the effectiveness without extending or varying the basic function of the assembly or set. An accessory may be used for testing, adjusting, or calibrating.

(2) Attachment - A part, subassembly, or assembly designed for use in conjunction with another assembly, unit, or set that contributes to the effectiveness by varying the basic function of the assembly or set.

EVALUATION -

a. Operational - The test and analysis of a specific end item or system, in so far as practical under service operating conditions, to determine if quantity production is warranted. It is based on (1) increase in military effectiveness to be gained and (2) its effectiveness as compared with currently available items or systems, with consideration given to: (a) personnel capabilities to maintain and operate the equipment; (b) size, weight, and location; and (c) enemy capabilities in the field.

b. Technical - Studies and investigations, by a developing agency, to determine the technical suitability of material, equipment, or systems for use in the military services.

EXPEDITIOUS REPAIR - The processing of not in stock demands for operational support inventory repairables. This processing is accomplished by the immediate removal of the component from the aircraft/equipment, expedited delivery and induction for repair, and the earliest return to the customer.

EXPENDABLE SUPPLIES AND MATERIAL - Supplies that are consumed in use, such as ammunition, paint, fuel, cleaning and preserving materials, or that lose their identity, such as spare parts. Sometimes referred to as consumable supplies and material.

EXPERIMENTAL AIRCRAFT - Aircraft acquired by the Navy solely for use in research and development.

FACILITY - Any building, property, space, shop, hangar, work center, or parking area, both afloat and ashore, used for the upkeep, maintenance, and repair of aircraft, aircraft weapon system(s), or aircraft components.

FAILURE RATE - The number of failures of an item per unit measure of life (cycles, time, miles, events, etc., as applicable for the item).

FERRY - The process of flying an aircraft from one physical location to another. Within the aviation community this term has two meanings:

a. Any flight whose primary purpose is relocation of the airframe.

b. Portable ferry flights conducted in accordance with aircraft controlling custodian/type commander directives. These flights are funded by an organization other than the aircraft reporting custodian. This definition applies to all applications of the term ferry as it appears in this instruction.

FIELD LEVEL REPAIRABLE (FLR) - A low cost repairable, capable of being restored to serviceable condition only at the the intemediate maintenance activity (IMA), as indicated by the source, maintenance, and recoverability code. Final disposition of an FLR usually rests with the IMA.

FIRST-DEGREE REPAIR - The repair of gas turbine engines to a depth which includes and goes beyond that repair authorized for second- and third-degree intermediate maintenance activities. It includes compressor rotor replacement and disassembly to a degree that the compressor rotor is removed, such as, any degree of repair which requires compressor rotor removal constitutes first-degree repair. Only those activities specifically designated as first-degree repair activities and included in NAVAIR NOTE 4700 (NOTAL) will be outfitted to accomplish repair of that magnitude.

FIX PHASE - The portion of a scheduled inspection that involves the correction of discrepancies found during the look phase.

FLEET AVIATION SPECIALIZED OPERATIONAL TRAINING GROUP (FASOTRAGRU) - FASOTRAGRUs, under type commander direction, train fleet personnel in operational and tactical usage of weapon systems and in aviation maintenance management and administration.

FLEET INTRODUCTION PROGRAM - An accelerated flight program that lasts approximatley 100 flight hours per aircraft. Normally conducted at the Naval Air Test Center, Patuxent River for the purpose of introducing a new model to fleet personnel for indoctrination in the operation and maintenance of the aircraft. A secondary purpose is to provide a further check on the readiness of the aircraft for fleet delivery.

FLEET INTRODUCTION PROGRAM CONFERENCE - A conference held either at the Naval Air Test Center, Patuxent River or the Naval Air Systems Command (NAVAIR) at the conclusion of the Fleet Introduction Program. Any changes that are found necessary in the proposed configuration of the aircraft for fleet delivery are determined, and the status of repair parts, support equipment, special tools, and test equipment is examined. The Chief of Naval Operations, Chief Naval Air Training, fleets, NAVAIR, Aviation Supply Office, and contractor representatives attend.

FLEET MARINE FORCE - A force of arms comprising land, air, and surface elements of the U.S. Marine Corps. It is an integral part of a U.S. Fleet and has the status of an operational type commander.

FLEET READINESS AVIATION MAINTENANCE PERSONNEL TRAINING PROGRAM - An enroute training program for specific weapon system(s) or equipment designated courses. Training is provided in familiarization, operation, and maintenance of the weapon system to be maintained in formal classrooms and practical application experience.

FLIGHT - A flight begins when the aircraft first moves forward on its takeoff run or takes off vertically from rest at any point of support and ends after airborne flight when the aircraft is on thesurface and either, (1) the engines are stopped, (2) the aircraft has been on the surface for five minutes, or (3) a change is made in the pilot in command. A series of landings is considered part of one flight and the provisions of (b) above do not apply. See OPNAVINST 3710.7M (NOTAL) for a more precise definition.

FLYABLE - An aircraft in such material condition as to be safe and capable of normal flight operations without regard to capability to perform a specific mission, weather, personnel availability, base condition, fuel condition, armament, or flight schedule.

FOLLOW-ON PROVISIONING - See Initial Provisioning.

FOREIGN OBJECT DAMAGE (FOD) - Damage to aeronautical equipment, for example, aircraft, engines, missiles, drones, support equipment, caused by an object(s) that is external to that equipment. (Gas turbine engine FOD is defined as damage that exceeds serviceable limits caused by ingestion of objects not organic to the damaged engine.)

FUNCTIONAL TEST - The testing of installed aircraft/engines, accessories, and equipage to determine proper functioning, particularly with respect to the applicable system. See TEST.

FUNCTIONAL CHECK FLIGHT - Check flights are those flights performed to determine if the airframe, power plant, accessories, and items of equipage are functioning in accordance with predetermined requirements while subject to the intended operating environment. Such flights are conducted when it is not feasible or possible to determine safe/required functioning by means of ground checks.

GAS TURBINE ENGINES All turbine engines, whether used to power flight (including target drones, missiles, and missile targets), for auxiliary power, or for starting purposes. Airborne or ground units are included in the meaning of this term.

HEADQUARTERS AND MAINTENANCE SQUADRON - That activity or unit within a Marine aircraft group (MAG) assigned the mission of providing intermediate level support to the squadrons of the MAG.

HELICOPTER DYNAMIC COMPONENT - That part or series of parts that transmit power from the aircraft power plant to the rotary wing and rotary rudder (main, intermediate, and tail gear boxes; main and tail rotors; clutches and related drive shafting).

ILLUSTRATED PARTS BREAKDOWN (IPB) - A manual containing illustrations and part numbers for all parts of the aircraft or equipment on which it is issued. The IPB contains information required for ordering parts, including part numbers, and for identifying parts and arrangements of parts in assemblies.

INACTIVE AIRCRAFT - Nonprogram and reserve stock aircraft.

INDIVIDUAL MATERIAL READINESS LIST - See Aircraft Maintenance and Material Readiness List Program.

INITIAL OUTFITTING - The process of issuing, assembling, and delivering allowances of aeronautical material and equipment to vessels in any one of the following categories: (1) new construction, (2) conversion, and (3) activating from reserve fleets.

INITIAL PROVISIONING - The process of determining the range and quantity of items, for example, spares and repair parts, special tools, test equipment, and support equipment required to support and maintain an end item of material for the initial period of service. Its phases include the identification of items of supply; the establishment of data for catalog, technical manual, and allowance lists preparation; and the preparation of instructions to ensure delivery of necessary support items with related end articles. Follow-on provisioning (a subsequent provisioning of the same equipment from the same contractor) and reprovisioning (a subsequent provisioning of the same equipment from a different contractor) are refinements of initial provisioning and are distinct from replenishment or reprocurement actions.

INSERVICE REPAIR - See Maintenance Types.

INSPECT - To compare the characteristics of an item with established standards.

INSPECTION - The examination and testing of supplies and services, including raw materials, components, and intermediate assemblies, to determine whether they conform to specified requirements.

INSPECTION, AIRCRAFT/ENGINE -

a. Preflight - An inspection conducted prior to each flight to ensure the aircraft is safe for flight and to verify proper servicing.

b. Postflight - An inspection conducted after each flight to detect degradation or damage that may have occurred during the flight and to determine the need for servicing.

c. Turnaround - An inspection conducted between flights to ensure the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred during the previous flight.

d. Daily - An inspection conducted to inspect for defects to a greater depth than the turnaround or preflight inspections.

e. Special - A scheduled inspection with a prescribed interval other than daily, calendar/phase, major engine, or standard depot level maintenance. The intervals are specified in the applicable planned maintenance system publication and are based on elapsed calendar time, flight hours, operating hours, or number of cycles/events, for example, 7, 14, 28 days; 50, 100, 200 hours; 10, 100 arrestments; or 5000 rounds fired.

f. Phase - A series of related inspections that are performed sequentially at specific intervals. These inspections are the result of dividing the maintenance requirements into small packages containing approximately the same workload.

g. Calendar - An inspection for material degradation that may have occurred during the preceding calendar interval. It provides an opportunity to perform essential preventive maintenance to a greater depth than during daily/special inspections.

h. Conditional - {R} An inspection conducted as a result of a specific overlimit condition, or as a result of circumstances or events which create an administrative requirement for an inspection. Examples of overlimit conditions include hard landing, overstress, overtemp, lightning strike, overweight takeoff or landing, and field arrestment. Examples of administrative actions or requirements include precarrier or postcarrier inspections, one time inspections directed by higher authority (not directed by a technical directive), and compass calibrations (when not directed by special inspection maintenance requirement cards).

i. Acceptance - An inspection performed at the time a reporting custodian accepts a newly assigned aircraft, and upon receipt of an aircraft returned from SDLM. It includes an inventory of all equipment listed in the aircraft inventory record, a configuration verification, hydraulic fluid sampling, a full systems functional check flight, an inspection of emergency systems and egress equipment (which should include functionally checking such items as fuel, oil, hydraulic shutoff valves, and prop feathering), and a daily inspection. Activities may elect to increase the depth of inspection if the equipment condition indicates such action is warranted.

j. Transfer - An inspection performed at the time a reporting custodian transfers an aircraft. It includes an inventory of all equipment listed in the aircraft inventory record, verification of the configuration, hydraulic fluid sampling, and a daily inspection. Activities may elect to increase the depth of inspection if the equipment condition indicates such action is warranted.

k. Major Engine Inspection. A comprehensive inspection performed to determine the material condition of the engine. This inspection is performed with the engine removed from the aircraft.

INSTRUCTIONS - Directives of a continuing nature that are effective until subsequently canceled. Instructions use a subject classification numbering system in accordance with the Navy directives system.

INTEGRATED LOGISTIC SUPPORT (ILS) - A composite of all the support considerations necessary to ensure the effective and economical support of a system for its life cycle. It is an integral part of all other aspects of system acquisition and operation. ILS is characterized by harmony and coherence among all the logistic elements.

INTERDEPARTMENTAL/AGENCY SUPPORT - Provision of logistic/administrative support in services or material by one or more military services to one or more departments or agency of the U. S. Government (other than military) with or without reimbursement. See Interservice Support and Services.

INTERIM CHANGE - A change (see definition) having an action classification of immediate or urgent and issued by message or NAVGRAM form. See Change.

INTERMEDIATE LEVEL MAINTENANCE - See Maintenance Levels.

INTERMEDIATE MAINTENANCE ACTIVITY, MARINE - That activity within a Marine aircraft group or Marine wing support group assigned the mission of providing intermediate level maintenance to the squadrons of the entire group.

INTERMEDIATE MAINTENANCE ACTIVITY, NAVY - Any aviation activity (ship or station) authorized to provide intermediate level maintenance support. It consists of an aircraft intermediate maintenance department, the supply department, the weapons department, the public works department, and the engineering department.

INTERSERVICE SUPPORT AND SERVICES - Action by one military service or element to provide logistic/administrative support to another military service or element thereof. Such action can be recurring or nonrecurring in character, on an installation, area, or worldwide basis. See Support, Interdepartmental/Agency Support, Common Servicing, Cross Servicing, and Joint Servicing.

INVENTORY CONTROL - The phase of military logistics that includes management, cataloging, requirements determination, procurement, distribution, overhaul, and disposal of material. Synonymous with material control, material management, inventory management, and supply management.

ITEM - Any level of hardware assembly, for example, segment of a system, subsystem, equipment, or component part.

ITEMS PROCESSED - This term identifies the total number of times an action taken code is applied toward a work unit code.

JOINT SERVICING - That function performed by a jointly staffed and financed activity in support of two or more military services. See Common Servicing, Cross Servicing, and Interservice Support and Services.

JULIAN DATE - The year and numerical day of the year identified by four numeric characters. The first character indicates the year and the remaining three characters specify the day of the year, for example, 9210 indicates the 210th day of 1989 or 29 July 1989.

KIT - See Quick Engine Change, Parts Kit, and Parts Kit Codes.

LEADTIME - A composite of production, administrative (both contractor and government), spares positioning, and shipping time.

LEVEL OF SUPPLY - The quantity of supplies or materials authorized or directed to be held in anticipation of future demands. See Operating Level of Supply, Safety Level of Supply, and Stockage Objective.

LEVELS, MAINTENANCE - See Maintenance Levels.

LIFE CYCLES - The total life span of an aeronautical system beginning with the concept formulation phase and extending through the operational phase up to retirement from the inventory.

LOAN - Aircraft loaned to nonNavy organizations for nonNavy purposes. A lease may or may not be required to cover the loan.

NOTE

> Aircraft that are in the Navy inventory but not in the physical custody of the Navy are either on bailment or on loan. Bailment indicates usage by the bailee for the Navy, while loan indicates usage by the lessee for the lessee. See Bailment.

LOCAL REPAIR CYCLE ASSET - Any repairable item in an activity's operational support inventory, fixed allowance, for which local repair capability exists.

LOGBOOK, AIRCRAFT - A detailed service record maintained for each individual aircraft. See Aeronautical Equipment Service Record.

LOGISTIC ELEMENT MANAGER - Systems command or other designated organizations or activities responsible for the management of spares and repair parts, personnel, or facilities. A logistic element manager has the ultimate objective of acquiring and distributing, on a timely basis, adequate quantities of specific support items.

LOGISTICS - The science of planning and carrying out the movement and maintenance of forces. For its most comprehensive sense, those aspects of military operations that deal with: design and development, acquisition, storage, movement, distribution, maintenance, evaluation, and disposition of material; movement, evaluation, and hospital inspection of personnel; acquisition or construction, maintenance, operation, and disposition of facilities; and acquisition or furnishing of services.

LOGISTICS SUPPORT - The materials and services required to enable the operating forces to operate, maintain, and repair the end item within the maintenance concept defined for that end item. Logistics support encompasses the identification, selection, procurement, scheduling, stocking, and distribution of spares, repair parts, facilities, support equipment, trainers, technical publications, contractor engineering and technical services, and personnel training as necessary to provide the operating forces with the capability needed to keep the end item in a functioning status. See Integrated Logistic Support.

LOOK PHASE - The portion of an inspection that includes the basic requirements outlined by the periodic maintenance information cards, excluding repair of discrepancies, that cannot be completed within the time alloted on maintenance requirement cards.

MACHINE RECORD - A collection of related data elements, in machine-sensible language, treated as a unit of information. In maintenance data collection, a machine record is ordinarily in the form of a punched card or a segment of magnetic tape.

MAINTAINABILITY - The ability to maintain an item in, or restore to, a specific operational condition by expending resources, including manhours, at an acceptable rate when using prescribed procedures and resources.

MAINTENANCE - The function of retaining material in, or restoring it to, a serviceable condition. Its phases include servicing, repair, modification, modernization, overhaul, rebuild, test, reclamation, inspection, and condition determination, and the initial provisioning of support items. The term has a very general meaning, ranging from a matter of minutes of squadron servicing, to a matter of months of industrial activity rework; the provision of maintenance material itself is within the meaning. Maintenance should be qualified to convey a specific meaning. See Maintenance Types for distinctions in the scope of maintenance.

MAINTENANCE (Material) - All actions taken to retain material in a serviceable condition or to restore it to serviceability. It includes inspection, testing, servicing, classification as to serviceability, repair, rebuilding, and reclamation.

MAINTENANCE ACTION - Any one of a number of types of specific maintenance operations necessary to retain an item in or restore it to a specified condition.

MAINTENANCE ACTIVITY - Any organization (activity or unit) of the naval establishment assigned the mission, task, or functional responsibility of performing aircraft upkeep or rework. Use of the term refers to organizations and personnel occupying aircraft maintenance facilities and using aircraft maintenance material, but does not include reference to the facilities or material themselves. Aircraft maintenance activities are classified as to levels of maintenance performed. The highest level a particular activity is responsible for performing is established as that activity's classification. This classification does not necessarily mean that the activity involved is responsible for all lower levels of maintenance. See Aviation Activity.

MAINTENANCE CODES - See Source, Maintenance, and Recoverability Codes.

MAINTENANCE DEPARTMENT - That part of an activity responsible for the activity's aircraft maintenance functions, also considered a maintenance activity. In the shore establishment, stations responsible for intermediate level maintenance will have maintenance departments. See Maintenance Division/Branch.

MAINTENANCE DIVISION/BRANCH - That part of an activity responsible for the activity's aircraft maintenance functions; or that part of an aircraft maintenance department responsible for a specific part of that department's functions, for example, repair of power plants. In the shore establishment, stations responsible for only intermediate and organizational level maintenance will have maintenance divisions of operations or air departments. See Maintenance Department.

MAINTENANCE ENGINEERING - That discipline of maintenance which develops concepts, criteria, and technical requirements during the conceptual and acquisition phases to be applied and maintained in a current status during the operational phase to ensure timely, adequate, and economic maintenance support of weapon system(s) and equipment.

MAINTENANCE FACILITY - Any building, property, or space designed for, available to, or used by aircraft maintenance activities. Use of the term refers to shops, hangars, parking areas, etc., both afloat and ashore, used primarily for aircraft upkeep or rework purposes. Use of the term does not refer to the organizations, personnel, responsibilities, or material (except installed aircraft support equipment (SE)). Aircraft maintenance facilities are classified by the levels of maintenance they are designed for or used to support. The highest level is established as that facility's classification. This classification does not necessarily indicate that the facility involved includes facilities for all the lower levels of maintenance.

NOTE

> The term aircraft maintenance facililty includes installed aircraft SE when applied to Navy facilities. When applied to Marine Corps facilities, it does not.

MAINTENANCE INSTRUCTION - A numbered, letter-type directive issued internally by the maintenance department, division, or section to furnish information/require compliance.

MAINTENANCE INSTRUCTION MANUAL - A manual containing instructions for intermediate and organizational level maintenance and servicing of a specific model aircraft. It identifies each maintenance task to the responsible maintenance level.

MAINTENANCE LEVELS - Maintenance tasks divided into the number of levels required so common standards can be applied to the many and varied aircraft maintenance activities of the military establishment. They are increments of which all maintenance activities are composed. JCS PUB-1 (NOTAL) defines the three levels as depot (D-), intermediate (I-), and organizational (O-).

a. D-Level Maintenance - Maintenance done on material requiring major rework or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture, modification, testing, and reclamation of parts as required. D-level maintenance serves to support lower levels of maintenance by providing technical assistance and performing maintenance beyond the responsibility of O-and I-level maintenance. D-level maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities.

b. I-Level Maintenance - Maintenance which is the responsibility, of and is performed by, designated maintenance activities for direct support of using organizations. Its phases normally consist of calibration, repair or replacement of damaged or unserviceable parts, components, or assemblies; the emergency manufacture of nonavailable parts; and the provision of technical assistance to using organizations.

c. O-Level Maintenance - Maintenance which is the responsibility of, and is performed by, a using organization on its assigned equipment. Its phases normally consist of inspecting, servicing, lubricating, adjusting, and replacing parts, minor assemblies, and subassemblies.

MAINTENANCE PLAN - A document containing technical data, tailored to a specific weapon system maintenance concept, which identifies maintenance and support resource requirements to maintain aeronautical systems, equipment, and support equipment in an operationally ready state. The maintenance plan provides the interface between maintenance engineering and supply for provisioning purposes and communicates inputs to enable other logistic element managers to develop their hardware support requirements. The maintenance plan is designed as a tool for the shore community for integrated logistic support planning and is prepared in accordance with NAVAIRINST 4790.4A (NOTAL).

MAINTENANCE PROCEDURES - Established methods for periodic checking and servicing of items to prevent failure or to effect a repair.

MAINTENANCE QUALITY ASSURANCE - The actions by which it is determined that material maintained, overhauled, reworked, modified, and reclaimed conforms to the prescribed technical requirements. See Audit and Quality Assurance.

MAINTENANCE REQUIREMENT CARDS - Sets of cards issued by the Naval Air Systems Command, containing scheduled maintenance requirements applicable to intermediate and organizational level activities for the specific aircraft/support equipment for which they are issued. (See Periodic Maintenance Information Cards.)

MAINTENANCE RESOURCES - Personnel, materials, tools, equipment, facilities, technical data, and dollars provided to carry out the equipment maintenance mission.

MAINTENANCE SCHEDULE - Planning the procedure for carrying out specific jobs or projects in a maintenance activity's maintenance program; fixing the time when operations are to begin or be completed.

MAINTENANCE TYPES - Rework and Upkeep are two basic types of aircraft maintenance performed within the naval establishment without distinction as to levels of maintenance. Rework is performed only in the shore establishment. It may be performed on any program aircraft (operating or nonoperating), aircraft equipment, or aircraft support equipment (SE). It is performed only by industrial type activities assigned the mission, task, or functional responsibility of providing maintenance program support. Rework is performed with both military and civilian personnel and is managed by the Naval Air Systems Command (NAVAIR). Upkeep is performed only on operating aircraft, aircraft equipment, or aircraft SE. It is performed by military type activities that are assigned aircraft or equipment or assigned the mission, task, or functional responsibility of providing direct support to such activities. Upkeep is normally performed with military personnel and is managed by major operating commands.

a. Rework - The restorative or additive work performed on aircraft, aircraft equipment, and aircraft SE at naval aviation depots, contractors' plants, and such other industrial establishments designated by type commanders. A rework process extends from the time some of the work is started until all of the work has been completed, including temporary interruptions in direct labor; it also includes rework evaluation and test and correction of discrepancies determined thereby. Rework is divided into two categories, standard and special.

1. Standard Depot Level Maintenance - A comprehensive depot (D-) level inspection of selected aircraft structures and materials, correction of critical defects, incorporation of technical

directives, and limited removal/rework of Scheduled Removal Component, Equipment History Record, Assembly Service Record, and Module Service Record items.

2. Special Rework - The work done to aircraft, aircraft equipment, and aircraft SE to improve or change their capability to perform specific missions or functions by replacement, removal, addition, alteration, or repair of parts on equipment of the aircraft. Special aircraft rework includes the following types:

(a) Modernization - Rework performed on new or newly overhauled aircraft withdrawn from storage. It includes incorporation of applicable changes and bulletins, installation of accessories, and flight testing.

(b) Modification - Special rework performed on new production aircraft and aircraft in the controlling custody of the operating commands. It includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed.

(c) Conversion - Rework which alters the basic characteristics of the aircraft to such an extent as to effect a change in any part of the model designation, for example, F-4B to F-4N.

(d) Pilot - Rework of selected items by government activities, during both the preoperational and operational program, to establish overhaul/repair capability for selected components of an aeronautical system, SE, training equipment, and trainers.

(e) Analytical - Complete disassembly, inspection, engineering evaluation, repair, assembly, and test of commercial derivative Navy aircraft, for defining the D-level maintenance requirements.

(f) Interservice - Rework of aircraft belonging to one service using the rework resources of another, for example, Army rework of Navy owned H-1 helicopters.

(g) Inservice Repair - Repair by NAVAIR fleet support (FS) activities of aircraft damaged beyond the repair capability of aircraft controlling custodians (ACCs) maintenance activities. Controlling custody remains unchanged between or during the changes in physical custody. The aircraft will undergo the entire rework process of the NAVAIR (FS) activity concerned unless specific exceptions are requested by the ACC.

(h) Repair - Rework done to correct material damage and to restore the aircraft to the equivalent material condition it had before the damage was sustained. Aircraft may be in the controlling custody of either an operating command or NAVAIR FS while undergoing repair.

b. Upkeep - The preventive, restorative, or additive work performed on aircraft, equipment, and aircraft SE by operating units and aircraft SE activities. The term applies to any method of processing aircraft required to ensure the completion of standard operating periods or service tours, including, but not limited to servicing, periodic inspections, functional and bench test, replacement, preservation, modification, and repair. An upkeep process extends from the time some of the work is started until all the work is completed, including temporary interruptions in direct labor; it also includes upkeep, evaluation, test, and correction of discrepancies determined thereby. Upkeep is divided into two categories, standard and special.

1. Standard Upkeep - The periodic or scheduled work performed on aircraft, aircraft equipment, and aircraft SE after (and as a result of) completion of a prescribed number of flying hours, operating hours, or calendar days in accordance with prescribed inspection or replacement requirements and such that the end product requirement of the work includes the capability of aircraft or equipment to serve a full prescribed period of flying hours, operating hours, or calendar days before undergoing upkeep again.

2. Special Upkeep - The work done to aircraft, aircraft equipment, and aircraft SE to improve, change, or restore their capability to perform specific missions or functions by replacement, removal, addition, alteration, or repair of parts/equipment/aircraft, without particular regard to flying hours, operating hours, calendar days, or operating periods. Special upkeep includes, but is not limited to, modification, repair, and unscheduled inspection, replacement, or test.

MANAGEMENT AUDIT - A periodic assessment of a command's managerial planning, organizing, actuating, and controlling compared to what might be the norm of successful operation. Management auditors do not appraise individual performance. See Audit.

MANAGEMENT CODE - A one-position alphanumeric character that provides supplemental detail about a receipt, issue, or adjustment transaction and the effect of the transaction on the supply/financial records.

MAN-HOURS - The total number of accumulated direct labor hours (in hours and tenths) expended in performing a maintenance action. Direct maintenance man-hours are man-hours expended by assigned personnel to complete the work described on the source document. This includes the functions of preparation, inspection, disassembly, adjustment, fault correction, replacement or reassembly of parts, and calibration/tests required in restoring the item to a serviceable status. It also includes such associated tasks as checking out and returning tools, looking up part numbers in the illustrated parts breakdown, transmitting required information to material control, and completing documentation of the VIDS/MAF or SAF.

MANUALS - See Illustrated Parts Breakdown, Maintenance Instructions Manual, and Naval Air Training and Operating Procedures Standardization Manual.

MANUFACTURER - An individual, company, firm, corporation, or government activity engaged in the fabrication of finished or semifinished products.

MANUFACTURER'S PART NUMBER - See Reference Number.

MARINE AVIATION LOGISTICS SQUADRON - See Headquarters and Maintenance Squadron.

MATCHED SET - A group of two or more separate components that function together in a single system and are normally removed, repaired, checked, adjusted, calibrated, and installed together. Replacement of a single component of a matched system normally requires check/adjustment/calibration of the matched set.

MATERIAL - All items necessary for the equipment, maintenance, and support of military activities without distinction as to their application for administrative or combat purposes, excluding ships or naval aircraft.

MATERIAL COGNIZANCE CODES - A two character, alphanumeric code which denotes responsibility for exercising supply management over items or categories of material.

MATERIAL CONDITION CODE - A single alphabetic character that identifies the condition of material. It provides the means of segmenting and identifying on the inventory control record the physical state of the material or actions underway to change the status of the material.

MATERIAL CONDITION REPORTING STATUS - Reporting status with respect to Subsystem Capability Impact Reporting (SCIR).

MATERIAL CONDITION REPORTING STATUS TERMS AND DEFINITIONS -

a. Optimum Performance Capability - Maximum capability for successful completion of all assigned missions, through the availability of all equipments, within the mission capabilities of an aircraft or training device.

b. Mission Capable (MC) - The material condition of an aircraft or training device, indicating it can perform at least one and potentially all of its designated missions, categories A thru L, as defined in the applicable Mission Essential Subsystem Matrix (MESM). MC is further defined as the sum of Full Mission Capable (FMC) and Partial Mission Capable (PMC).

(1) FMC - The material condition of an aircraft or training device, indicating that it can perform all of its missions as defined in the applicable MESM. FMC is further defined by Full Mission Capable Maintenance (FMCM) and Full Mission Capable Supply (FMCS).

(a) FMCM - The material condition of an FMC aircraft or training device, that is not optimum performance capable because of organizational (O-) or intermediate (I-) level maintenance requirements existing on the inoperable subsystem(s).

(b) FMCS - The material condition of an FMC aircraft or training device, that is not optimum performance capable because maintenance required to clear the discrepancy cannot continue due to a supply shortage.

(2) PMC - The material condition of an aircraft or training device, indicating that it can perform at least one, but not all of its missions, Categories C thru L, as defined in the applicable MESM. PMC is further defined as the sum of Partial Mission Capable Maintenance (PMCM) and Partial Mission Capable Supply (PMCS).

(a) PMCM - The material condition of an aircraft or training device, indicating that it can perform at least one, but not all of its missions because of O- or I-level maintenance requirements existing on the inoperable subsystem(s). Recording of PMCM time shall start when it is first known that the condition exists, except when caused by an in-flight malfunction; then the time will start at the termination of the flight. PMCM time shall stop when maintenance has been completed or is interrupted by work stoppage due to supply shortage. The period of work stoppage due to supply shall be measured as PMCS. PMCM time shall resume when the required supply items are delivered to the maintenance activity.

(b) PMCS -The material condition of an aircraft or training device, indicating it can perform at least one, but not all, of its missions because maintenance required to clear the discrepancy cannot continue due to a supply shortage. Recording of PMCS time shall start at the time a supply demand has been made for an applicable item. The time shall stop when the required item is delivered to the maintenance activity.

(3) Not Mission Capable (NMC) - The material condition of an aircraft or training device, indicating that it is not capable of performing any of its missions, category A thru L. It is further defined as the sum of Not Mission Capable Maintenance (NMCM) and Not Mission Capable Supply (NMCS).

(a) NMCM - The material condition of an aircraft or training device, indicating that it is not capable of performing any of its missions because of O- or I-level maintenance requirements. Recording of NMCM time shall start when it is first known that the condition exists, except when caused by an inflight malfunction; then the time will start at the termination of flight. NMCM time shall stop when maintenance has been completed or is interrupted by work stoppage due to supply shortage. The period of work stoppage due to supply shall be measured as NMCS. NMCM time shall resume when required supply items are delivered to the maintenance activity. NMCM is further defined as Not Mission Capable Maintenance-Scheduled (NMCM-S) and Not Mission Capable Maintenance-Unscheduled (NMCM-U). NMCM-S is defined as the sum of equipment maintenance hours when job status equals M, first position of Equipment Operational Capability (EOC) code equals Z, and second and third positions are 04 or second and third positions are 03 and Type Maintenance (TM) is not E or S. All other NMCM hours will be considered NMCM-U. An aircraft will be considered NMCM-S only if panels and equipments removed to conduct area inspections cannot be replaced within two hours.

(b) NMCS - The material condition of an aircraft or training device, indicating that it is not capable of performing any of its missions because maintenance required to clear the discrepancy cannot continue due to a supply shortage. Recording of NMCS time shall start when a supply demand has been made for an item required for maintenance. NMCS time shall stop when the item is delivered to the maintenance activity.

MATERIAL CONTROL - See Inventory Control.

MATERIAL MANAGEMENT - See Inventory Control.

MATERIAL REPORTING - The procedure whereby all supply action documents in support of maintenance are keypunched and mailed to the central data bank in Ships Parts Control Center, Mechanicsburg, PA.

METROLOGY - The science of measurement or determination of conformance to technical requirements, including the development of standards and systems for absolute and relative measurements. See Calibration and Metrology Automated System for Uniform Recall and Reporting.

METROLOGY AUTOMATED SYSTEM FOR UNIFORM RECALL AND REPORTING - A metrology system for the recall and reporting of test equipment by means of automatic data processing techniques. This system maintains records of calibration and automatically recalls items when due for calibration.

MILITARY STANDARD REQUISITIONING AND ISSUE PROCEDURE - A uniform procedure established by the Department of Defense (DOD) forits own use to govern requisition and issue of material within standard priorities.

MISHAP, AIRCRAFT - A naval aircraft mishap is an unplanned event or series of events, directly involving naval aircraft which result in (1) ten thousand dollars or greater cumulative damage to naval aircraft, other aircraft (Department of Defense (DOD) or nonDOD), and property (DOD or nonDOD). Property damage includes costs to repair or replace facilities, equipment, or material; or (2) an injury as defined in OPNAVINST 3750.6P (NOTAL).

MISSILE TARGETS - All recoverable and nonrecoverable, remotely controlled or programmed, unmanned aerial target vehicles; also remotely controlled or programmed powered land target and target boats, but excludes drones.

MISSION -

a. The objective; the task together with the purpose, which clearly indicates the action to be taken and the reason for it.

b. In common usage, especially when applied to lower military units, a duty/task assigned to an individual.

c. The dispatching of one or more aircraft to accomplish one particular task.

MISSION CAPABLE - See Readiness Reporting Terms and Definitions.

MISSION ESSENTIAL SUBSYSTEMS - Those subsystems of an aircraft or training device required to perform the designated missions as determined by use of the applicable Mission Essential Subsystem Matrices.

MISSION ESSENTIAL SUBSYSTEMS MATRICES - Published in OPNAVINST 5442.4L (NOTAL). This instruction lists, for each model, the equipment systems/subsystems that must be on board and in working order before an aircraft can qualify as mission ready.

MOBILE FACILITY (MF) - A relocatable tactical shelter, and its related equipment. The principle application in naval aviation of an MF is to provide relocatable housing for aviation weaponsystem(s) and support equipment maintenance and related functions. They may be used on board ship as well as ashore.

MODEL DESIGNATION - Each Navy aircraft is designated by a combination of significant letters and numbers in accordance with a system contained in OPNAVINST 13100.1D (NOTAL). The designation generally indicates the type and mission capability of the aircraft, for example, P-3C.

MODERNIZATION - See Maintenance Types.

MODERNIZATION - CONVERSION - See Maintenance Types.

MODIFICATION - See Maintenance Types.

MODULAR ENGINE - Those engines consisting of several independent assemblies called modules, which by design can be removed/replaced without major disassembly of the engine or other modules, for example, compressor, combustion, turbine, afterburner, gearbox, torquemeter, or combination thereof.

NATIONAL ITEM IDENTIFICATION NUMBER - The two-digit National Codification Bureau code combined with seven other digits. See National Stock Number.

NATIONAL STOCK NUMBER (NSN) - A 13-digit number consisting of the four-digit federal supply code (FSC) and the nine-digit national item identification number (NIIN). Component segments of NSN 5330-00-123-4567 are identified as (a) FSC: 5330; and (b) NIIN: 00-123-4567.

NAVAL AIR MAINTENANCE TRAINER - Instructional equipment designed to provide train ing support for a weapon system, a specific equipment, related equipments, or specialized techniques.

NAVAL AIR MAINTENANCE TRAINING GROUP - An activity under the military command of the Chief of Naval Air Technical Training. They are responsible for providing, by means of Naval Air Maintenance Training Group Detachments, technical training for officers and enlisted personnel in the operation, maintenance, and repair of air weapons systems and associatedequipment; and for conducting such other training as the Chief of Naval Operations may direct.

NAVAL AIR MAINTENANCE TRAINING GROUP DETACHMENT A group of instructors equipped with naval air maintenance trainer(s), training aids, lesson guides, and training literature.

NAVAL AIR TRAINING AND OPERATING PROCEDURES STANDARDIZATION (NATOPS) MANUAL - A manual of general flight and operating instructions applicable within the naval aviation establishment. NATOPS manuals are issued for individual aircraft which are intended to complement the General Flight and Operation Instructions, NATOPS Manual (OPNAVINST 3710.7M NOTAL)).

NAVAL ESTABLISHMENT - Comprised of the Navy Department, shore establishment, and the operating forces of the Navy and the operating forces of the Marine Corps. Synonymous with Department of the Navy.

NAVY DEPARTMENT - Refers to the central executive offices of the Department of the Navy located at the seat of government. The Navy Department is organizationally comprised of the Office of the Secretary of the Navy, which includes his Civilian Executive Assistants, Office of his Staff Assistants, and the headquarters organizations of the Office of Naval Research, the Office of the Judge Advocate General, and the Office of the Comptroller of the Navy; the Office of the Chief of Naval Operations, the Headquarters, United States Marine Corps; and, under the command of the Chief of Naval Operations, the headquarters organizations of the Chief of Naval Personnel. In addition, the Headquarters, United States Coast Guard (USCG), is included when the USCG is operating as a service in the Navy.

NAVY DIRECTIVES SYSTEM - Consists of instructions and notices employing the standard subject identification code numbering system for identification and filing purposes. The system is used throughout the Navy for issuing directives on policy, organization, administrative methods, or procedures.

NONDESTRUCTIVE INSPECTION (NDI) - The methods that may be applied to a structure or com-ponent to determine its integrity, composition, physical, electrical, or thermal properties, or dimensions without causing a change in any of these characteristics. NDI methods in existence at this time are:

a. Visual or Optical Inspection - The human eye, with such aids as microscopes and borescopes.

b. Liquid Penetrant - Methods that are used for the detection of surface cracks or discontinuities, where the inspection surfaces are sprayed with or immersed in liquid. The excess liquid is removed, and the defect is indicated visually by color or fluorescence.

c. Eddy Current - A method that uses induced eddy currents in detecting flaws in metal parts, such as cracks, inclusions, voids, seams, laps, etc. This method can also be used for sorting according to alloy temper, conductivity, and other metallurgical factors by variations in electrical characteristics/energy losses.

d. Magnetic Particle - A method that uses magnetic fields for the purpose of detecting fine discontinuities at or near the surface of the part. This method is limited to ferromagnetic materials.

e. Ultrasonic - A method that uses ultrasonic energy to inspect parts of structures for defects, thickness variations, corrosion, etc. The reflection of ultrasonic energy is observed to determine discontinuities or measure thickness. This method can be applied to metallic or nonmetallic materials.

f. Radiographic - A method that uses Xrays or similar radiation for the purpose of penetrating or being scattered by substances to reveal flaws or defects in the part or structure being examined.

NOTICES - Directives of a one-time nature or those applicable for a brief period of time. Each notice contains provisions for its own cancellation. Notices employ a subject classification numbering system and are part of the Navy directive system.

NOT MISSION CAPABLE - See Material Condition Reporting Status Terms and Definitions.

NOT MISSION CAPABLE MAINTENANCE - See Material Condition Reporting Status Terms and Definitions.

NOT MISSION CAPABLE SUPPLY (NMCS) - See Material Condition Reporting Status Terms and Definitions.

OFF-EQUIPMENT WORK - For the purpose of maintenance data reporting, it includes all maintenance actions performed on removed, repairable components, usually at the intermediate maintenance activity.

ON-EQUIPMENT WORK - For the purpose of maintenance data reporting, it includes those maintenance actions accomplished on complete end items, for example, aircraft, drones, support equipment, removed engines.

OPERATING COMMAND - A controlling custodian of naval aircraft, except Naval Air System Command Fleet Support. Also called air or major operating command.

OPERATING FORCES - Those forces whose primary missions are to participate in combat and the integral supporting elements.

OPERATING LEVEL OF SUPPLY - The quantities of material required to sustain operations in the interval between requisitioning and the arrival of successive shipments. These quantities should be based on the established replenishment period (monthly, quarterly, etc.). See Level of Supply.

OPERATING UNIT - Squadrons and units with an operating allowance listed in the OPNAVNOTE C3100 (NOTAL), Allowances and Location of Navy Aircraft. Squadrons and units may be further subdivided into detachments. To be an operating unit, a unit must have a mission that requires flight operations (other than ferry or flight test) by Navy aircraft.

OPERATIONAL SUPPORT INVENTORY (OSI) - The range and depth of material required to support a planned aircraft program at a given site. It consists of a fixed allowance for field level repairables, depot level repairables, and an operating level of stock for consumables.

OPERATIONAL TEST PROGRAM SET (TPS) - The total grouping of test program sets required to test an avionics system on automatic test equipment.

ORGANIZATIONAL MAINTENANCE - See Maintenance Levels.

OVERHAUL - The process of disassembly sufficient to inspect all the operating components and the basic end article. It includes the repair, replacement, or servicing as necessary, followed by reassembly and bench check/flight test. Upon completion of the overhaul process, the component/end article will be capable of performing its intended service life/service tour. See Maintenance Types.

PACKAGING - An all-inclusive term covering cleaning, preserving, packaging, packing, and marking required to protect items during every phase of shipment, handling, and storage.

PART - See Equipment, Division of.

PARTS BREAKDOWN - See Provisioning and Illustrated Parts Breakdown.

PARTS KIT - Supporting items and material for the maintenance, repair, and rework of selected aeronautical repairable end items that are procured, stocked, requisitioned, accounted for, and used on a kit basis as one line item. Parts kits should not be confused with kits issued to perform a one-time modification of an item or with interim fleet maintenance support kits.

PARTS KIT CODES - Codes assigned to parts kits and items therein, for the maintenance, repair, and rework of selected, repairable end items. See Provisioning; and Source, Maintenance, and Recoverability Codes.

PECULIAR SUPPORT EQUIPMENT - See Support Equipment.

PERIODIC MAINTENANCE INFORMATION CARD - The Planned Maintenance System publication that contains the component/assembly removal/replacement schedule, airframe structural life limits and a maintenance requirements systems index. It also contains a maintenance reference table specifying those directives which have been incorporated in the publication since the last routine change or revision.

PERMANENT UNIT CODE (PUC) - A six-character number permanently assigned to eachreporting custodian of aircraft. The master code list is maintained by the Chief of Naval Operations. PUCs may be obtained by the cognizant aircraft controlling custodian for assignment to newly formed units by correspondence, message, or AUTOVON telephone call.

PERSONNEL REQUIREMENTS - Those requirements for personnel derived from a maintenance task that must be performed. See Personnel Utilization.

PERSONNEL UTILIZATION - The actual reporting of accomplishments by personnel assigned.

PHASE INSPECTION - See Inspection, Aircraft/Engine.

POOL - See Standby Pool.

POSTFLIGHT INSPECTION - See Inspection, Aircraft/Engine.

PRECISION MEASURING EQUIPMENT - Devices used to measure, gauge, test, inspect, diagnose, or examine material, supplies, and equipment to determine compliance with requirements established in technical documents, for example, research, development, test, and evaluation documents, specification, engineering drawings, technical orders, technical manuals, maintenance instructions, and serviceability standards.

PRE-EXPENDED BIN (PEB) - One that contains only low cost, high usage items. It is replenished from stock in the retail outlet that supports the shop in which the PEB is located.

PREFLIGHT INSPECTION - See Inspection, Aircraft/Engine.

PREVENTIVE MAINTENANCE - The care and servicing needed to maintain aircraft equipment, support equipment, and facilities in satisfactory operating condition by providing for systematic inspection, detection, and correction of incipient failures either before they occur or before they develop into major defects.

PROCESS - A generic term used to describe the series of actions or uses an aircraft is subjected to as it progresses through its service life. Six categories are included in the term: operating, standard depot level maintenance, special rework, storage, retirement and strike, and miscellaneous. Subdivisions are included under each category to describe specifically the action of use involved.

PROCUREMENT - The process of obtaining personnel, services, supplies, and equipment.

PROCUREMENT LEADTIME - The interval, in months, between the initiation of procurement action and receipt into the supply system of the production model, excluding prototypes, purchased as the result of such actions. It is composed of two elements, production leadtime and administrative leadtime.

PRODUCTION AIRCRAFT - New aircraft accepted from the contractor by the Navy. They include all Navy aircraft that were procured for operational/training purposes, that is, all aircraft except those procured solely for experimental purposes. Every Navy aircraft is either experimental or production.

PRODUCTION CONTROL - The functional organization within the intermediate maintenance activity responsible for workload control.

PRODUCTION LEADTIME - the time interval between the placement of a contract and receipt into the supply system of material purchased. Two entries are provided.

a. Initial - The time interval if the item is not under produciton as of the date of contract placement.

b. Reorder - The time interval if the item is under production as of the date of contract placement. See Procurement Leadtime.

PROGRAM AIRCRAFT - All production aircraft, except the Board of Inspection and Survey, in the physical custody of the Navy for which current or future operation within an authorized allowance is intended or can reasonably be expected. This includes all aircraft in the Navy inventory except aircraft of experimental configuration, tar-get drones (man-carrying), aircraft retired but not yet stricken, or aircraft on bailment or loan.

PROJECT AIRCRAFT - Aircraft in either the controlling custody of the Naval Air Systems Command aircraft custodian or in the reporting custody of units of operational test and evaluation force pursuant to an authorized oper-ating allowance, for purposes of experiment, research, development, test, and evaluation (other than rework evaluation of flyability tests) of aircraft and aircraft equipment. Project aircraft have usually altered to the extent that it is uneconomical to return them to service configuration.

PROPULSION SYSTEMS SERIAL NUMBER (PSSN) - Synonymous with engine serial number. Modular engines will be assigned a PSSN which identifies the complete engine as an assembly.

PROVISIONING - The process of: (1) doing the technical planning necessary to establish the item support plan, piece by piece and assembly by assembly, (2) establishing the minimum levels/echelons responsible for repair, (3) identifying the kind and type of Support Equipment (SE) requirements, handbooks, manuals, and other maintenance publications, (4) determining the basic factory and field training requirements and, (5) providing for the establishment of inventory management records. See Initial Provisioning.

PROVISIONING SOURCE CODING - The process of determining the range of repair parts required to support and maintain an end item by assigning codes that indicate to maintenance and supply personnel the manner of acquiring items for the maintenance, repair, or overhaul of the end item(s). See Source, Maintenance, and Recoverability Codes.

QUALITY ASSURANCE - A planned and systematic pattern of all actions necessary to provide adequate confidence that the item or product conforms to established technical requirements. See Maintenance Quality Assurance and Audit.

QUICK ENGINE CHANGE (QEC) -

a. Quick Engine Change Assembly (QECA) - An engine completely assembled with a Quick Engine Change Kit (QECK) on a Quick Engine ChangeStand (QECS) with all accessories, less the propeller for reciprocating or turboprop engines.

b. QECK - A kit containing all items required for a QECA less government furnished equipment, engine, and propeller. Contractor furnished accessories may be deleted subject to approval by the Naval Air Systems Command when storage limitations, bulk, or their general nature warrant such deletion. The kit, as delivered, will be assembled as far as practical, compatible with packaging limitations.

c. QECS - A structural frame, equipped with castors and floor locks, on which a QECA may be mounted.

READY FOR ISSUE (RFI) MATERIAL - Material, equipment, aircraft, and support equipment which does not require rework of any type, replacement of overage parts, or other than routine preinstallation and postinstallation condition verification prior to use. RFI items are not necessarily new or like new, but are functionally reliable and meet applicable performance specifications. Packaging and preservation do not enter into the process of producing an RFI item but are required in order to maintain the item identity and condition and to prevent damage during subsequent shipping, handling, and storage.

RECOVERABILITY CODES - See Source, Maintenance, and Recoverability Codes.

REDUNDANCY - The existence of more than one means for accomplishing a given function. Each means of accomplishing the function need not necessarily be identical.

REFERENCE NUMBER - A number used to identify an item of production or a range of items of production, by the manufacturer controlling the design, characteristics, and production of the item by means of its engineering drawings, specifications, and inspection requirements.

REFERENCE SYMBOL - An alphanumeric code used to identify piece parts as distinct from other items of the same part number in a single subassembly or circuit, such as, of four of the same diodes within a circuit, each has the same part number but a different reference symbol. Reference symbols are found in the illustrated parts breakdown for the component.

RELIABILITY - The probability that an item will perform its intended function for a specified interval under stated conditions.

REPAIR - Necessary preparation, fault correction, disassembly, inspection, replacement of parts, adjustment, reassembly, calibration/tests accomplished in restoring items to serviceable status. See Maintenance Types.

REPAIR CYCLE DATA - An uninterrupted record of a repairable item from the time of removal until repair is completed or an reclamation/salvage determination is made.

REPAIRABLE ITEM - A durable item which, when unserviceable, can be economically restored to a serviceable condition through regular repair procedures.

REPLACEMENT ITEM - An item that is functionally interchangeable with another item, but differs physically from the original in that the installation of the replacement requires operations such as drilling, reaming, cutting, filming, shimming, etc., in addition to the normal application and methods of attachment.

REPORT - Narrative, tabular, punchcard, orgraphic information transmitted from one office to another.

REPORTING CUSTODIAN - An organizational unit of the lowest echelon of command accepting responsibility, involving accountability to the Chief of Naval Operations (CNO), for aircraft/engines, as designated either by CNO or by the aircraft controlling custodian.

NOTE

> Each aircraft/engine at any given time from acceptance to strike is in the reporting custody of one, and only one, reporting custodian.

REPORTING CUSTODY - See Custody.

REPORTING PERIOD - For the purpose of the maintenance data system, a reporting period is one month.

RESERVE AIRCRAFT - Aircraft that are in excess of immediate needs for active aircraft, and are retained in inventory for possible future needs.

RESERVE STOCK AIRCRAFT - Program aircraft in the controlling custody of Naval Air Systems Command Fleet Support that are not currently and actively engaged in any of the various logistic processes, such as, in, awaiting, or enroute to an operating command or to rework, required in normal transition through standard service life. This category includes those aircraft that are stored-service life not completed.

RESOURCES - Military and civilian personnel, material on hand and on order, the entitlement to procure or use material, utilities, and services required for the performance of a basic mission, including work or services performed for others.

RETIREMENT - Separation of aircraft from the program inventory. Separation may be accomplished by (1) strike, (2) transfer to status codes series P, R, S, and Y, or (3) transfer to a contingency reserve status (code series W).

REWORK - See Maintenance Types.

REWORK FACILITY -

a. Primary - A facility designated by theNaval Air Systems Command (NAVAIR) as having the primary depot (D-) level maintenance responsibility for each aircraft, engine, or equipment. In addition to conducting rework, overhaul, or repair of the material listed, the designation as primary rework facility for aircraft and engines carries with it the responsibility for providing engineering and logistic services. When primary D-level maintenance responsibilities are contracted for, engineering and logistic services will be provided for that aircraft or engine by a separately designated rework facility which will also normally be assigned primary manufacturing cognizance.

b. Alternate - That facility, if any, which is assigned maintenance workload for aircraft, engines, or equipment for which another facility has been designated as the primary rework facility. The alternate rework facility will assume supporting engineering responsibilities as a participating field activity in accordance with the definition in NAVAIRINST 5400.14C (NOTAL) as requested by and negotiated with the primary rework facility, and will normally have responsibility for secondary manufacturing cognizance which may be separately assigned a rework facility by NAVAIR.

SAFE FOR FLIGHT - The material condition of an aircraft which, considering mission requirements and environmental conditions, permits it to be launched, flown, and landed safely and ensures the aircrew has, as a minimum, the operable equipment for safe flight required by:

a. NAVAIR 01 Series Manual, Aircraft Naval Air Training and Operating Procedures Standardization (NATOPS).

b. OPNAVINST 3710.7M (NOTAL) General NATOPS.

c. OPNAVINST 5442.4L (NOTAL), Subsystem Capability and Impact Reporting (Safely Flyable Column).

SAFE FOR FLIGHT CERTIFICATION - The decision process performed by authorized and designated personnel that certifies that all weight and balance requirements have been satisfied, all applicable maintenance requirements cards have been complied with (or a deviation has been attained from the appropriate authorities), all previously known discrepancies that precludedsafe flight have been corrected, and that all known discrepancies (evaluated separately and collectively) do not preclude safe flight.

SAFETY LEVEL OF SUPPLY - The quantity of material, in addition to the operating level of supply, required to be on hand to permit continuous operations in the event of minor interruption of normal replenishment or unpredictable fluctuations in demand. See Level of Supply.

SALVAGE - The saving or rescuing of condemned, discarded, or abandoned property and of materials contained therein for reuse, refabrication, or scrapping.

SCHEDULE, MAINTENANCE - See Maintenance Schedule.

SCHEDULED MAINTENANCE - Periodic prescribed inspection/servicing of equipment, done on a calendar, mileage, or hours of operation basis.

SCREENING -

a. Administrative Screening - The screening of all material received at the intermediate maintenance activity (IMA) for repair to determine if the item is within the check/test/repair capability of the IMA.

b. Supply Screening - The screening of material by the Supply Screening Unit to determine the disposition of material that cannot be repaired at the IMA.

SECOND-DEGREE REPAIR - The repair of a damaged or nonoperating gas turbine engine, its accessories, or components to an acceptable operating condition. As used in this instruction, repair by designated intermediate maintenance activities includes the repair/replacement of turbine rotors and combustion sections, including afterburners. Also authorized are replacing externally damaged, deteriorated, or time-limited components, gear boxes, or accessories, and conducting engine calendar (or equivalent) inspections. In addition, minor repair to the compressor section is authorized, for example, dressing nicks in compressor vanes and blades within limits of the operating and service instructions. Further, the repair or replacement of reduction gear boxes and torque shafts of turboshaft engines and compressor fans of turbofan engines which are consideredrepairable within the limits of the approved intermediate maintenance manuals shall be done by second-degree repair activities.

SERIES LETTER - A letter used to denote major modifications to the aircraft that result in significant changes to its logistic support. See Model Designation.

SERVICE LIFE - The time period during which the item can be maintained in service without replacement. Each program aircraft, from acceptance to strike, follows a life cycle consisting of alternate periods of operating and rework time as prescribed for each model by OPNAVINST 3110.11R (NOTAL). Aircraft become eligible for strike upon completion of the life cycle specified for the model. See Standard Service Life.

SERVICE PERIOD - A prescribed segment of the service life of aircraft subject to the Standard Depot Level Maintenance (SDLM) process, such as, a stated number of calendar months or accumulated flight hours that an aircraft is in the physical custody of an operating activity for use prior to SDLM or retirement. The number and length of standard service periods, together with associated planning factors and policies, are set forth in OPNAVINST 3110.11R (NOTAL).

SERVICE TEST - A test of an item, system, material, or technique conducted under simulated or actual operational conditions to determine whether the specified military requirements or characteristics are satisfied. See Test.

SERVICEABLE - The condition of an end item in which all requirements for repair, bench check, overhaul, or modification, as applicable, have been accomplished, making it capable of performing the function or requirements for which originally designed. The fact that signs of previous use are apparent does not necessarily mean that it is unserviceable. When appearance is not a primary consideration, and the condition of the item meets all safety and performance requirements, it will be processed as serviceable.

SERVICING - The replenishment of consumables needed to keep an item in operating condition, but not including any other preventive maintenance. See Common Servicing, Cross Servicing, and Joint Servicing and Interservice Support and Services.

SET - See Equipment, Division of.

SHOP REPLACEABLE ASSEMBLY (SRA) - A generic term which includes all the packages within a weapons replaceable assembly (WRA) including chassis and wiring as a unit. (Sub-level mechanization or modular subdivisions within an SRA may occur.) Conversely, a WRA is composed entirely of SRAs.

SHORE ESTABLISHMENT - Comprised of shore activities with defined missions approved for establishment by the Secretary of the Navy.

SOFTWARE - A set of programs, documents, procedures, and routines associated with the operation of a computer system.

SORTIE - An operational flight by one aircraft.

SOURCE CODE - See Source, Maintenance, and Recoverability Code.

SOURCE, MAINTENANCE, AND RECOVERABILITY (SM&R) CODE - A collective code assigned to items during the provisioning, source coding, or selection process to convey specific intelligence to maintenance and supply personnel. The SM&R code consists of three parts; a source code, a maintenance code, and a recoverability code, as follows:

a. Source Codes - Codes assigned to support items (spares, repair parts, components, parts, kits, special tools, test equipment, and support equipment (SE)), to indicate the manner of acquiring items for the maintenance, repair, or overhaul of end items.

b. Maintenance Codes - Codes assigned to support items to indicate the maintenance levels authorized to remove and replace, repair, overhaul, assemble, inspect and test, and condemn items. Also assigned to maintenance tools and end items of SE to indicate the lowest level of maintenance requiring the item.

c. Recoverability Codes - Codes assigned to support items to indicate to maintenance and supply personnel the reclamation or disposition action required for items that are removed and replaced during maintenance. (See NAVAIRINST 4423.3B (NOTAL) for further explanation.) See Provisioning Source Coding.

SPARES - Articles identical to, or interchangeable with, the end articles on contract that are procured over and above the quantity needed for initial installation for support of an aeronautical system. See Repair Part, and Spares and Repair Parts.

SPARES AND REPAIR PARTS - Spares are components of assemblies used for maintenance replacement purposes in major end items of equipment. Repair parts are those piece parts, such as, individual parts or nonrepairable assemblies, required for the repair of spares or major end items.

SPECIAL INSPECTION - See Inspection, Aircraft/Engine.

SPECIAL REWORK - See Maintenance Types.

SPECIAL TEST, PERMANENT AIRCRAFT - Aircraft on special test programs by authorized activities, or on bailment contract, whose configuration is so drastically changed that the return to its original configuration or conversion to standard operational configuration is beyond practical or economical limits. Special test, permanent aircraft are designated by the status prefix symbol N.

SPECIAL TEST, TEMPORARY AIRCRAFT - Aircraft on special test programs by authorized organizations or on bailment contract having a special test configuration or whose installed property has been temporarily removed to accommodate the test. At completion of the test, the aircraft will be returned either to its original configuration or to standard operational configuration. Aircraft in the process of Board of Inspection and Survey, Preliminary Evaluation are considered in this category. Aircraft in this situation will be designated by the status prefix symbol J. Upon completion of the tests and return of the aircraft to an operational configuration, the prefix symbol J will be dropped and so reported by OPNAV XRAY action.

SPECIAL UPKEEP - See Maintenance Types.

STANDARD SERVICE LIFE - The predetermined number, sequence, and duration of the various operational and logistics processes an aircraft is intended or expected to undergo from acceptance to retirement. See Service Life.

STANDARD SERVICE PERIOD - The predetermined measurement of operational time, or use of a program aircraft that is intended or expected to reflect the need for its rework or, if in last period, its retirement. See Service Period.

STANDARD UPKEEP - See Maintenance Types.

STANDBY POOL - A grouping of repairable assemblies provided a rework activity as replacements for similar defective repairable assemblies removed from an aircraft or engine undergoing some phase of rework that are not to be reworked concurrently with the aircraft or engine from which removed. These items are provided to prevent disruption of production schedules because the lead time to obtain the required replacement item from supply and the turnaround time of the aircraft/engine are not compatible.

STATUS CODES (MILSTRIP) - Codes that furnish information from supply sources to requisitioners or co-signers on the status of requisitions. Supply status (except "rejection" status, code C) predicts shipment on time as specified by the priority delivery date or the required delivery date.

STOCKAGE OBJECTIVE - The maximum quantities of material to be maintained on hand to sustain current operations. It consists of the sum of stocks represented by the operating level and the safety level. See Level of Supply.

STORAGE - Temporary removal of an aircraft from the active inventory and placement in an inactive status for an indefinite period. Storage assumes that the aircraft will be inactive indefinitely or for more than 60 days. Aircraft, in the custody of the Naval Air Systems Command Fleet Support activities, that are not expected to commence a rework process for 60 days or more, shall be reported in the appropriate storage status. An aircraft will remain in storage status from the beginning of the preservation process until removal of preservation upon withdrawal from storage. Stored aircraft will be preserved at NAVAIR or Department of Defense activities and may be stored in the open, in metal containers, or in cocoons.

STRIKE - The official action that removes an aircraft from the list of Navy aircraft.

SUBASSEMBLY - See Equipment, Division of.

SUBSYSTEMS - A combination of two or more pieces of equipment, generally physically separated when in operation, and such other components, assemblies, subassemblies, and parts necessary to perform an operational function or functions. See Equipment, Divisions of.

SUPPLIES - All items necessary for the equipment, maintenance, and operation of a military command.

SUPPLY - The procurement, distribution, maintenance while in storage, and salvage of supplies, including determination of the kind and quantity of supplies.

SUPPLY MANAGEMENT - See Inventory Control.

SUPPLY RESPONSE SECTION - The section of the Supply Support Center that receives requests for material and causes the issue and delivery of the requested material to be made.

SUPPLY SCREENING UNIT - The section of the Supply Support Center that screens and forwards, for disposition, all components processed at the intermediate maintenance activity.

SUPPLY SUPPORT CENTER (SSC) - A function of the supporting supply activity. It is the liaison point for all material requirements and includes a component control section and a supply response section.

SUPPORT - The action of a force that aids, protects, complements, or sustains another force in accordance with a directive requiring such action.

SUPPORT EQUIPMENT (SE) - All {R} Individual Material Readiness List (IMRL) and nonIMRL equipment required to make an aeronautical system, command and control system, support system, subsystem, or end item of equipment (SE for SE) operational in its intended environment. This includes all equipment required to launch, arrest (except Navy shipboard and shore based launching and arresting equipment), guide, control, direct, inspect, test, adjust, calibrate, gauge, measure, assemble, disassemble, handle, transport, safeguard, store, actuate, service, repair, overhaul, maintain, or operate the system, subsystem, end item, or component. This definition applies regardless of the method of development, funding, or procurement. SE may be categorized as common (general purpose) and peculiar (special purpose). These categories of SE are defined as follows:

a. Common Support Equipment (CSE) - Comprised of only those general purpose items supplying or measuring broad parameters of physical properties that are known to be established in the using service's inventory, for example, ground electrical, pneumatic, and hydraulic power units; towing, hoisting, and fueling devices; signal generation devices; and voltage, amperage, and phase measuring devices. The application of SE items to other end {R} items, systems, or components does not in itself justify or classify the items as CSE.

b. Peculiar Support Equipment (PSE) - An item of SE that must be designed and developed in conjunction with the development of a specific weapons system and does not meet the criteria of CSE.

c. CSE and PSE are divided as follows:

(1) Avionic SE (common and peculiar) - Includes all equipment of an electronic nature used for but not limited to the test, troubleshooting, alignment, or calibration of aircraft systems and components. Examples of such equipment are general purpose electronic test equipment, automatic test equipment, vacuum pressure testers, temperature, and fuel quantity indicator test sets.

(2) Nonavionic SE (common and peculiar) - Includes all equipment that is nonelectronic in nature and may be powered or nonpowered. Examples of powered equipment are: mobile electric power plants, gas turbine powered service equipment, aircraft tow tractors, and hydraulic service units. Examples of nonpowered equipment are aircraft jacks, aircraft tow bars, aircraft slings, maintenance work stands, special fittings and fixtures.

d. Exceptions - For the purpose of this document, the following equipment is excluded from the definition of SE.

(1) Powered and nonpowered hand tools.

(2) Housekeeping items.

(3) Office furniture and equipment, and items common to all activities defined in applicable allowance lists that are required as indirect support.

(4) {D}________.

(5) Items used only by the contractor.

(6) Personal equipment such as head sets, microphones.

SUPPORT EQUIPMENT CONTROLLING AUTHORITY (SECA) - A term applied to major aviation commands that exercise administrative control of the Aircraft Maintenance and Material Readiness List Program support equipment end items for allowance and inventory control. The following is a list of designated SECAs: Commander, Naval Air Force, U. S. Atlantic; Commander, Naval Air Force, U. S. Pacific; Chief of Naval Air Training; Commander, Naval Air Reserve Forces; Commander, Naval Air Systems Command; and the Naval Air Maintenance Training Group.

SUPPORT EQUIPMENT RESOURCES MANAGEMENT INFORMATION SYSTEM (SERMIS) - The replacement system for the Application Data for Material Readiness List. A collection of technical and cataloging data identifying each support equipment end item required for organizational and intermediate level aircraft maintenance. SERMIS provides the Support Equipment Controlling Authority with on-line visibility of source, allowance, inventory, and rework data to aid in inventory control.

SUPPORT EQUIPMENT STANDARDIZATION SYSTEM (SESS) - A microcomputer based asset control system for support equipment (SE).

SUPPORTING AIRCRAFT - All active aircraft other than unit aircraft.

SYSTEM - A composite of subsystems, assemblies, skills, and techniques capable of performing/supporting an operational or nonoperational role. A complete system includes related facilities, items, material, services, and personnel such that it can be considered a self-sufficient item in its intended operation. See Equipment, Division of.

TARGET DRONE - A converted man carrying aircraft used as an airborne target, capable of either manned flight, being remotely controlled, or preprogrammed for unmanned flight. See Missile Target.

TECHNICAL DIRECTIVE (TD) - A document authorized and issued by Naval Air Systems Command to provide technical information necessary to properly and systematically inspect or alter the configuration of aircraft, engines, systems, or equipment, subsequent to establishment of each respective baseline configuration. TDs include all types of changes and bulletins and consist of information that cannot be disseminated satisfactorily by revisions to technical manuals. Naval Air Technical Services Facility controls assignment of TD numbers.

TECHNICAL MANUAL - A publication containing a description of equipment, weapons, or weapon system(s) with instructions for effective use. Included are one or more of the following sections: instructions covering initial preparation for use, operational instruction, modification instructions, inspection procedures, parts lists, or parts breakdown, and related technical information or procedures, exclusive of those of an administrative nature.

TEST - Subjecting an aircraft, airframe, engine, accessory, or item of equipage to prescribed conditions to determine if it will function in accordance with predetermined requirements. See Bench Test Installation, Functional Test, and Service Test.

TEST BENCH INSTALLATION - Weapons replaceable assemblies installed in a test bench harness/test set/test console which are required to simulate in a shipboard or shore based maintenance shop, system, assembly, or component of the end article for the purpose of accomplishing all necessary operational and maintenance test and repair procedures.

TEST PROGRAM SET (TPS) - A TPS consists of those items needed to test a unit on automatic test equipment. These include the electrical, mechanical, instruction, and logical decision elements. The TPS elements are: Test program, interconnection device, test program instruction, and supplementary data.

THIRD-DEGREE REPAIR - Encompasses the same gas turbine engine repair capability as the second-degree repair except that certain functions which require high maintenance man-hours and are of low incident rate are excluded.

TRANSFER - The act of conveying reporting/controlling custody of an aircraft/support equipment to another custodian.

TRANSFER INSPECTION - See Inspection, Aircraft/Engine.

TRANSIENT - Personnel, ships, or aircraft stopping temporarily at a station or port to which they are not assigned/attached and having destination elsewhere.

TURNAROUND INSPECTION - See Inspection, Aircraft/Engine.

TURNAROUND TIME (TAT) -

a. The time period that commences with the time an aircraft is removed from an operating unit to undergo a rework process and terminates when the reworked aircraft is returned to an operating unit. A change of reporting and controlling custody is not necessarily involved, however, a change in physical custody is always involved. TAT is the sum of the following: time enroute from an operating unit to the naval facility, time awaiting rework, time in rework, time awaiting flight check after rework, time in a Naval Air Systems Command ready for issue status, and time enroute to an operating unit.

b. The time needed to service, inspect, and check an item prior to recommitment.

c. The interval between the time a repairable item is removed from use and the time it is available for reissue in a serviceable condition.

TYPE COMMANDS (TYCOMs) - See Administrative Commands.

UNIT -

a. A military element whose structure is prescribed by competent authority, such as a table of organization; specifically, part of an organization.

b. An organizational title of a subdivision of agroup in a task force.

c. A standard of basic quantity into which items of supply are priced, divided, issued, or used.

UNIT AIRCRAFT - Those aircraft provided to an aircraft unit for performance of a flying mission.

UNSCHEDULED MAINTENANCE - Maintenance, other than the fix phase of scheduled maintenance, occurring during the interval between scheduled downtime maintenance periods.

UPKEEP - See Maintenance Types.

UTILIZATION - The average number of hours per unit period of time an aircraft is actually in flight. Normally, utilization for a particular model aircraft is specified by the average number of hours flown per operating aircraft per calendar month, for example, F-4B utilization is 30 hours (meaning an average of 30 flight hours were flown per month per operating aircraft).

VERSATILE AVIONICS SHOP TEST - An automatic, high-speed, computer controlled, general purpose test system that will isolate faults to a piece/part level.

VISUAL INFORMATION DISPLAY SYSTEM/MAINTENANCE ACTION FORM - A multipurpose document used in the Maintenance Data Reporting system and the Visual Information Display System.

WEAPONS REPLACEABLE ASSEMBLY (WRA)- A generic term which includes all the replaceable packages of an avionic equipment, pod, or system as installed in an aircraft weapon system, with the exception of cables, mounts, and fuse boxes or circuit breakers.

WEAPONS SUPPORT EQUIPMENT - A category of support equipment (SE) where the principal function is support of the explosive ordnance component or weapon. This category of SE is used primarily by the weapons department. This equipment may be defined further as being related to air-launched, surface, or subsurface fired weapons. Air-launched related equipment includes both mechanically/electrically operated handling equipment and electronic test equipment, defined as weapons handling equipment andweapons test equipment, respectively.

WEAPON SYSTEM - A weapon and those components/parts required for its operation. (The term is not precise unless specific parameters are established.)

WORK CENTER - A designated functional area to which maintenance personnel are assigned.

WORK CENTER SUPERVISOR - That person assigned the responsibility of maintenance management within a given work center.

APPENDIX D

Work Center Codes

The following standard work center codes are prescribed for use in the Maintenance Data System. Work centers may be division, branch, or section level elements of the organization representing functional areas of responsibility to which maintenance personnel are permanently assigned.

Work center codes will be selected from this appendix and assigned locally to the depth necessary to reflect the organizational structure in effect.

The third position numeric character may be assigned locally only with the approval of the cognizant aircraft controlling custodian/type commander (ACC/TYCOM) (or other functional commander as designated, in writing, by the ACC/TYCOM).

Work center codes in this appendix are structured to correspond with a standard organization. These codes may be changed only with approval of the Chief of Naval Operations (OP-514). Recommendations for changes will be submitted in accordance with Chapter 1.

TABLE OF WORK CENTER CODES ORGANIZATIONAL AND INTERMEDIATE LEVEL

Code	Function
010	Maintenance Officer
01A	Assistant Maintenance Officer
011	Maintenance/Material Control Officer
012	General Maintenance Officer Afloat (IM-2)
013	Avionics/Armament Officer Afloat (IM-3)
014	SE Officer Afloat (IM-4)
020	Maintenance/Production Control
021-023	May be assigned only upon approval of ACC/TYCOM
024	Power Plants Production Control (IMA only)
025	Airframes Production Control (IMA only)
026	Avionics Production Control (IMA only)
027	Armament Production Control (IMA only)
028	Aviation Life Support Systems Production Control (IMA only)
029	Support Equipment Production Control (IMA only)
02A	VAST Production Control (IMA only)
02B	Calibration/PME Production Control (IMA only)
030	Maintenance Administration
040	Quality Assurance/Analysis
04A	Technical Library
04B	Ground Safety
04C	Analysis
04D	Quality Management/Verification
050	Material Control
05A	Material Screening (AMSU)
05B	Material Procurement/Accounting
05C	Accountable Material/IMRL Manager
05D	Aviation Tool Issue/Tool Control Center
060	Not assigned
070	Contractor/NAESU/Technical Services Representatives
080	FRAMP Department (Note 1)
08A	Engine Mechanic Training
08B	Airframes Structural Mechanic Training (AMS)
08C	Airframes Hydraulic Mechanic Training (AMH)
08D	Egress/Environmental Equipment Mechanic Training (AME)
08E	Aircrew Personal Protective/Survival Equipment Training (PR)
08F	Electronics Technician Training (AT)
08G	Electrical Technician Training (AE)
08H	Ordnance/Weapons Technician Training (AO)
08J	Fire Control Technician Training (AQ)
08K	ASW Electronics Technician Training (AX)
08L	Plane Captain Training
08M	Support Equipment Training (AS)
08N	Integrated Weapons System Technician Training

ORGANIZATIONAL LEVEL ONLY (Note 2)

Code	Function
100	Aircraft Division
110	Power Plants Branch
11A	Jet Engine Shop
11B	Reciprocating Engine Shop
11C	Auxiliary Fuel Stores/Tanker Shop
118	FRAMP Power Plants
120	Airframes Branch
12A	Structures Shop

12B	Hydraulic Shop
12C	Corrosion Control Shop
128	FRAMP Airframes
130	Aviation Life Support Systems Branch
13A	Aircrew Personal/Protective/Survival Equipment Shop
13B	Egress/Environmental Systems Shop
138	FRAMP Aviator's Equipment
140	Periodic Maintenance Branch
150	Targets Branch
15A	Missile Targets Shop
15B	Miscellaneous Targets Shop
160-180	Not assigned
190	Aviation Training Equipment Division
200	Avionics/Armament Division
210	Electronics Branch
218	FRAMP Electronics
220	Electrical/Instrument Branch
228	FRAMP Electrical/Instruments
230	Armament Branch
238	FRAMP Ordnance
240	Reconnaissance/Photo Branch
24A	Aerial Camera Shop
24B	Sensor Systems Shop
250	ASCAC/ASWOC Branch (Note 3)
260	Radar/Fire Control Branch
268	FRAMP Radar/Fire Control Branch
270	Antisubmarine Warfare Branch
280	Integrated Weapons Branch
288	FRAMP Integrated Weapons Branch
290	Not assigned
300	Line Division
310	Plane Captain Branch
318	FRAMP Aircraft Interior Cleaning Crew
320	Troubleshooter Branch
330	Support Equipment Branch
340	Transient Maintenance Branch
350	Flight Crew Branch
360-390	Not assigned

INTERMEDIATE LEVEL ONLY (Note 4)

400	Power Plants Division
410	Jet Engine Branch
411	Jet Engine Component Repair Shop
412	Auxiliary Power Units/Support Equipment Gas Turbine Engines
413	Afterburner Shop
414	Power Plants Module Repair Shop
41A	J52 Engine Shop
41B	J57 Engine Shop
41C	J60 Engine Shop
41D	J65 Engine Shop
41E	J79 Engine Shop
41F	J85 Engine Shop
41G	TF30 Engine Shop
41H	TF34 Engine Shop
41J	TF41 Engine Shop
41K	T53 Engine Shop
41L	T56 Engine Shop
41M	T58 Engine Shop
41N	T64 Engine Shop
41P	T76 Engine Shop
41Q	T400 Engine Shop
41R	T700 Engine Shop
41S	F400 Engine Shop
41T	F402 Engine Shop
41U	F404 Engine Shop
41W	{A} F110 Engine Shop
420	Reciprocating Engine Branch
421	Reciprocating Engine Component Repair Shop
430	Propeller Branch
431	Propeller Component Repair Shop
440	Rotor Dynamics Branch
450	Test Cell Branch
460	Auxiliary Fuel Stores Branch
470	NOAP Analysis Lab
480	Power Plants Welding Shop
490	Not assigned
500	Airframes Division
510	Structures Branch
51A	Structures Shop
51B	Paint Shop
51C	Welding Shop
51D	Machine Shop
51E	Tire/Wheel Shop
51F	Composites Repair Shop
520	Hydraulics/Pneumatics Branch
52A	Hydraulics Shop
52B	Brake Shop
52C	Strut Shop
530	NDI (Nondestructive Inspection) Branch
53A	Radiography Shop
53B	Electrical/Chemical Shop
540	Electro-Plating/Anodizing Branch (Note 5)
550-590	Not assigned
600	Avionics Division
60A	Avionics Corrosion Control Branch
610	Comm/Nav Branch
61A	Communication Shop
61B	Navigation Shop
61C	Computer Shop
61D	COMSEC/CRYPTO Repair Shop
620	Electrical/Instrument Branch
62A	Electric Shop
62B	Instrument Shop
62C	Battery Shop, Lead Acid
62D	Battery Shop, Nickel Cadmium

62E	CSD/Generator Shop
62F	Inertial Nav Shop
62M	MIARS Repair Shop
630	Fire Control Branch
63A	AWG-9 Shop
63B	AWG-10 Shop
640	Radar/ECM Branch
64A	Radar Shop
64B	ECM Shop
64C	DECM Shop
64D	FLIR Shop
64E	Pod Shop
650	SACE/ATE Branch
65A	SACE/BACE Shop
65B	SACE AFC Shop
65C	SACE DIANE Shop
65D	SACE Radar Shop
65E	Weapons Systems Missile Component Shop
65F	FTE/DTS (Factory Test Equipment/Digital Test Station) Shop
65G	Avionic Test Set (ATS) Shop
65H	ATS Station Maintenance
65P	VAST Shop
65Q	VAST Station Maintenance Shop
65R	VAST TPS/MAMS Maintenance Shop
65S	VAST Calibration Shop
660	ASW Branch
66A	Acoustic Equipment Shop
66B	Non-Acoustic Equipment Shop
670	PME Branch/Field Calibration Activity (FCA)
67A	PME Receipt and Issue
67B	PME Electrical/Electronic Calibration Shop
67C	PME Physical/Mechanical Calibration Shop
67D	PME TAMS Repair Shop
680	Reconnaissance/Photo Branch
690	Module/Microminiature Repair Branch
69A	Module Test/Trouble Shooting Shop
69B	Micro/Miniature Repair Shop
69C	Cable/Connector Repair Shop
700	Armament Division
710	Ordnance Branch
71A	Armament Equipment Pool
71B	Gun Shop
71C	Armament Equipment Repair Shop
71D	Racks/Launcher Shop
71E	{A} Tow Reel Repair Shop
720	Special Weapons Branch
72A	Special Weapons Test/Repair Shop
730	Weapons Department
731	Armament Weapons Support Equipment
732-739	Not assigned
740	Airborne Mine Countermeasures (AMCM) Branch
74A	AMCM Sled Shop
74B	AMCM Structural Component Repair Shop
74C	AMCM Avionic/Electric Component Repair Shop
74D	AMCM Hydraulic Component Repair Shop
750-790	Not Assigned
800	Aviation Life Support Systems Division
810	Aviators Safety and Survival Equipment Branch
81A	Parachute Shop
81B	Aviators Safety Equipment Shop
81C	Oxygen Regulator and Equipment Shop
81D	Ejection Seat Shop
820	Lox Farm
830-890	Not assigned
900	Support Equipment Division
901	SE Training/License
902	SE IMRL Management
903	SE Material Control
90A	SE Pool
910	SE Gas Engine Repair Branch
91A	SE Gas Turbine Repair Shop
91B	Aircraft Handling/Servicing Equipment Engine Repair Shop
920	SE Structural/Hydraulic Branch
92A	SE Structural Repair Shop
92B	SE Hydraulic Repair Shop
92C	Lox/Oxygen/Nitrogen Servicing Equipment Repair Shop
92D	{A} SE Corrosion Control Branch
930	SE Electrical Repair Branch
940	SE Component Repair Branch
950	SE Periodic Maintenance Branch
960	Installed/Combat Air Start Branch
970	Air Conditioning Repair Branch
980	Flight Deck Troubleshooter Branch
990	Mobile Maintenance Facility Support Branch

OTHER

X00	Miscellaneous
X10	Supply (MAG/Navy)
X20	In-Flight Maintenance (Note 6)
X30	Away-from-Home Maintenance (Note 7)
X40	Assistance Teams - All man-hours expended by special assistance teams, for example, personnel from NAVAVNDEPOTs, factory personnel (excluding TECH REPS), are documented to this work center.
X50	Contractor Support

Note (1) For all FRAMP induced maintenance actions for the sole purpose of training, use 08 series work center codes and do not process/file VIDS/MAFs. For all actual maintenance actions performed by FRAMP (special inspections, cannibalization actions not associated with training, etc.), use applicable 100, 200, or 300 series FRAMP identified work center codes.

Note (2) Organizational (O-) level work center codes may be assigned/used by an intermediate maintenance activity (IMA) if the IMA is responsible for performing O-level maintenance functions.

Note (3) Work Center 250 will ordinarily be under the administrative control of the local operations department.

Note (4) Intermediate (I-) level work center codes may be assigned/used by an organizational maintenance activity (OMA), if the OMA is designated as responsible for performing I-level maintenance functions.

Note (5) May be used only when the IMA has been specifically designated by Commander, Naval Air Systems Command to perform the function (formerly "SX").

Note (6) Inflight maintenance will include all maintenance man-hours expended by aircrew/maintenance personnel while in flight.

Note (7) Away from home maintenance includes all maintenance man-hours expended on aircraft while aircraft is in a transient status, such as check flights, evacuation flights, etc.

APPENDIX E

Action Taken Codes

Action Taken Codes 1 through 9 are restricted to those repairable items of material which have been administratively or technically screened and found to be nonrepairable at an intermediate maintenance activity (IMA) (by designated intermediate level personnel authorized to make these determinations). In keeping with the philosophy of repair at the lowest practicable level, the IMA is authorized to perform any and all functions for which it has or can be granted authority and the capability to perform and meet performance specifications. If more than one beyond capability of maintenance (BCM) code applies, the code reflecting the most serious logistic support deficiency will be used.

1. BCM - Repair Not Authorized. {R} This code is entered only when the activity is specifically not authorized to repair the item in applicable directives, for example, required maintenance function not assigned by source, maintenance, and recoverability (SM&R) code, maintenance instruction manual (MIM), maintenance plan, other technical decision, peculiar item from an aircraft not supported by an activity, and SM&R coded XXXXD.

2. BCM - Lack of Equipment, Tools, or Facilities. This code is entered when the repair is authorized but cannot be performed because of a lack of equipment, tools, or facilities, for example, required equipment is on individual material readiness list (IMRL) but authorized quantity is zero, receipt of authorized IMRL equipment not expected within 30 days (zero quantity on-hand), return of required equipment from repair or calibration not expected within 30 days, nonIMRL tools and equipment not on-hand, lack of permanently installed facilities, specifically directed by aircraft controlling custodian/type commander (ACC/TYCOM).

3. BCM - Lack of Technical Skills. This code is entered when repair is authorized but cannot be performed because of a lack of technical skills, for example, permanent billet(s) will be vacant for more than 30 days; temporary additional duty (TAD) billet(s) will be vacant for more than 30 days; billet incumbent absent, for example, TAD or leave; formal technical training is nonexistent; formal technical training exists but cannot be used due to lack of quota or funds; rating, Navy enlisted classification or military occupational specialty (NEC or MOS) required is not reflected on manpower authorization; rating, NEC or MOS is on board but billet not assigned to IMA.

4. BCM - Lack of Parts. This code is entered when repair is authorized but cannot be performed because required parts will not be available within guidelines established by applicable directives, for example, requisition status indicates more than 30 days lead time prior to receipt of required part(s), required part(s) not stocked in the supply system and cannot be procured or manufactured within 30 days, specifically directed by ACC/TYCOM.

5. BCM - Fails Check and Test. This code is entered when the activity's authorized level of maintenance is limited to check and test only, and repair is required.

6. BCM - Lack of Technical Data. This code is entered when repair is authorized but cannot be performed because of a lack of technical data, for example, maintenance manuals or test program sets exist but cannot be obtained within 30 days, maintenance manuals or test program sets do not exist or cannot be identified within 30 days, applicable manuals or test program sets are available but do not provide adequate technical information.

7. BCM - Beyond Authorized Repair Depth. This code is entered when some level of repair beyond check and test is authorized but the maintenance function required to return the item to a ready for issue (RFI) condition is not assigned by SM&R code, MIMs, maintenance plan, or other technical decision.

8. BCM - Administrative. {R} This code is entered when repair is authorized and feasible but not attempted due to an engineering investigation exhibit, SRC data unknown and cannot be determined, item under warranty, excessive backlog, budgetary limitations, materials in excess of requirements, or specifically directed by the ACC/TYCOM.

NOTE

The determination to use BCM 8 for excessive backlog will be made jointly by the maintenance and supply officers. BCM 8 for materials in excess of requirements and budgetary limitations require ACC/TYCOM approval.

9. BCM - Condemned. This code is entered when a repairable item is so severely worn or damaged that repair is not feasible, as determined by local maintenance personnel, or specifically directed by ACC/TYCOM. The item is locally condemned and returned to the supply department for survey, retrograde, or scrap, as appropriate, in accordance with applicable directives.

All codes listed below may be used for both on-equipment or off-equipment work unless otherwise noted.

A. Items of Repairable Material or Weapon/Support System Discrepancy Checked No Repair Required. This code is used for all discrepancies which are checked and found that either the reported deficiency cannot be duplicated, or the equipment is operating within allowable tolerances. Adjustments may be made under this code if the purpose of the adjustment is to peak or optimize performance. When adjustments are made, the malfunction code should reflect the reason for the adjustment, for example, A-127, A-281, A-282. If the purpose of the adjustment is to bring the equipment within allowable tolerances, Action Taken Code C should be used, for example, C-127, C-281, C-282. Additionally, this code will be used on all VIDS/MAF work requests for documenting local manufacture/fabrication.

B. Repair or replacement of items, such as attaching units, seals, gaskets, packing, tubing, hose, and fittings, that are not integral parts of work unit coded items or components. These parts are not identified by work unit codes (WUCs) and are normally a connecting or attaching link between two or more components that do have WUCs assigned. Therefore, when items of this nature are repaired or replaced, this action taken code is used. In case of doubt regarding which component to identify, the WUC of the component serviced will be used.

C. Repair. This code is entered when a repairable item of material which is identified by WUC is repaired. Repair includes cleaning, disassembly, inspection, reassembly, lubrication, and replacement of integral parts; adjustments are included in this definition if the purpose of the adjustment is to bring the equipment within allowable tolerances (see Action Taken Code A). This code also applies to the correction of a discrepancy on a weapon/support system, when appropriate.

D. Work Stoppage, Post and Predeployment, and Inter-IMA Support. This code is entered to close-out VIDS/MAF Copy 1 when component repair is to be performed at another facility.

F. Failure of Items Undergoing Check and Test. (Work Request and I-level Assisting Work Center VIDS/MAFs only.)

J. Calibrated - No Adjustment Required. This code is used when an item is calibrated and found serviceable without need for adjustment. If the item requires adjustment to meet calibration standards, use code K. This code applies to PME only.

K. Calibrated - Adjustment Required. This code is used when an item must be adjusted to meet calibration standards. If the item needs repair in addition to calibration and adjustment, use another code indicating the proper maintenance action. This code applies to PME only.

L. Work Stoppage - Awaiting Parts. This code is entered when a maintenance action must be stopped or delayed while awaiting parts which are not available locally, and a component goes into an awaiting parts status. Use of this code is restricted to the I-level, no entries will be made in the (H-Z) Failed/Required Material block of the close out VIDS/MAF.

N. Work In Progress - Close out. This code is entered by an organizational activity when it becomes necessary to close out a maintenance action during or at the end of a reporting period for any reason. This code will be entered by an I-level maintenance activity to close out for any reason except awaiting parts (see Action Taken Code L). {D}.

P. Removed. This code is entered when an item of material is removed and only the removal is to be accounted for. In this instance delayed or additional actions are accounted for separately (see also codes R, S, and T).

Q. Installed. This code is entered when an item is installed and only the installation action is to be accounted for.

R. Remove and Replace. This code is entered when an item of material is removed due to a suspected malfunction and the same or a like item is reinstalled (see Note).

S. Remove and Reinstall. This code is entered when an item of material is removed to facilitate other maintenance and the same item is reinstalled. Action Taken Code S is limited to Malfunction Codes 800, 804, and 811.

T. Removed and Replaced for Cannibalization. This code is used when an item of material is removed and replaced as a cannibalization action.

Y. Troubleshooting. This code is used when the time expended in locating a discrepancy is great enough to warrant separating troubleshooting time from repair time. Use of this code necessitates completion of two separate documents, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate VIDS/MAF, using the system, subsystem, or assembly WUC as appropriate.

Z. Corrosion Treatment. Includes cleaning, treatment, priming, and painting of corroded items that require no other repair. This code is always used when actually treating corroded items, either on equipment or in the shop. Use the Support Action Form and applicable code when reporting painting or corrosion preventive treatment.

0. The numeric 0 will be used in the Action Taken block on all source documents recording look phase man-hours for acceptance/transfer, conditional, calendar inspections, and preservation/depreservation including the close out of man-hours on the look phase of those inspections at the end of the reporting period.

NOTE

The Action Taken Code D is used only when the transaction code in block A32 of the VIDS/MAF is 31 or 32. Action Taken Code R may be used when the transaction code in block A32 of the VIDS/MAF is 11, 18, 19, 23, or 25. The use of Action Taken Code R may be used in block A35 if one of the following conditions is met: (1) if item removed is identified by a WUC; (2) for Transaction Code 11 an assisting work center, when the primary work center used Action Taken Code R. For the assisting work center the item processed (block 39) must be "0"; (3) for Transaction Code 18 or 19 only when the work unit coded items are time sensitive or require entries in logbooks/Aeronautical Equipment Service Record such as, spark plugs, cartridge actuated device cartridges, etc.; (4) for Transaction Codes (block A32) 23 or 25. Action Taken Codes P, 0, and S are also used for engine identification in the (H-Z) Failed/Required Material section of the VIDS/MAF.

APPENDIX F

Inventory Codes

The alphanumeric, one-position inventory codes listed below are to be entered in block F21 of the VIDS/MAF. Inventory codes denote the status of the aircraft or equipment at the time of inventory, for example, GAIN, LOSS, or change in Material Condition Reporting Status (MCRS). {D} . Inventory codes are as follows:

0 - INVENTORY ONLY. Equipment that is inventoried but for which no mission capability data is collected. These items will only be gained or lost and will require no change in MCRS reporting. This code is used for support equipment inventory reporting and is not applicable to aircraft.

A - FULLY OPERATIONAL. Aircraft or equipment in the inventory system that are in a fully operational status. {R} For aircraft, those in OPNAV XRAY status A series; B10 through B80, BH0, BJ0, BK0, BL0 and BM0; and, when undergoing depot repairs while in the physical custody of the operating activity, status codes H3A, HCA, H31, HC1 and G30, as defined in OPNAVINST 5442.2E (NOTAL).

1 - STANDARD DEPOT LEVEL MAINTENANCE (SDLM). Aircraft or equipment that are enroute to, awaiting, or undergoing SDLM.

2 - SPECIAL REWORK {A} AT THE DEPOT FACILITY. Aircraft or equipment that are enroute to, awaiting, or undergoing special rework (modification, modernization, conversion, {R} or repair) in the physical custody of the depot repair activity.

3 - SPECIAL REWORK AT THE REPORTING CUSTODIAN SITE. {R} Aircraft undergoing depot special rework consisting of modernization, modification, conversions, or incorporating depot level technical directives while in the physical custody of the reporting custodian. Aircraft receiving depot repairs while in the physical custody of the reporting custodian remain in Inventory Code A.

4 - OTHER (Decision to Strike, Remove from Service, Bailment, Loan, etc.). Aircraft or equipment that are affected by reasons other than standard or special rework.

NOTE

Inventory Codes 5 through 8 are for future use.

9 - INVENTORY LOSS (REPORTING ACTIVITIES ARE NOT AUTHORIZED TO USE THIS CODE). This code is computer generated for the SCIR-3 Report and 79 Records to indicate inventory loss as reported by the Transaction Code 03 for equipment no longer in reporting custody as of the last day of the month.

APPENDIX G

Time/Cycle Prefix Codes

The alphabetic codes listed below are to be used to prefix entries in blocks {R} E42 through E52 and G38 through G48 of the VIDS/MAF to denote type of data being reported. Code W may be used only in Blocks E47 and G43; Code X may be used only in Blocks E52 and G48. All entries in these blocks will be preceded by an alphabetic prefix, and sufficient zeros will be added between the prefix and the first significant numeric character to make a total of five digits. For example, report 27 hours type equipment time as A0027.

A. Type Equipment Time. Used to report the removal and installation of equipment not having hourmeters installed, an Aeronautical Equipment Service Record (AESR), Module Service Record (MSR), Assembly Service Record (ASR), Equipment History Record (EHR), or Scheduled Removal Component (SRC) Card. This will reflect total time since new, whole hours only, on the end item from which the component was removed. If type equipment time exceeds 9,999 hours, record the last four digits only, for example, 10,231 hours would be recorded as A0231. For equipment without logbooks, where total time is unknown, such as precision measuring equipment, use A0000.

B. Captive Flights. Total number of captive flights on the equipment. (For use with missiles and missile targets only.)

C. Operating Hours or Counts on Components Having MSR, ASR, EHR, or SRC Cards. Use total time since rework or overhaul, if known, whole hours only. If unknown, use time since new. For ASR, EHR, or SRC components or modules using other than hours or counts for time/cycle monitoring system accounting, use appropriate Appendix G code.

D. Days. Number of days in storage.

E. Operating Hours or Counts for Items Having an AESR. For items which have an AESR, for example, engines, propellers, inflight refueling stores, and for components of these items where Code C does not apply, enter time since rework or overhaul if known, whole hours only, as recorded in the AESR. If unknown, enter time since new. For AESR items using other than hours or counts for time/cycle monitoring system accounting use appropriate Appendix G code.

F. Flight Hours. Total flight hours. (For use with missile targets only.)

G. Date of Manufacture. Date the item was manufactured, as recorded on the equipment or associated documents. Date to be entered and read as MMYY, for example, 1186. (For use with survival equipment only.)

H. Date Placed Into Service. Date the equipment was placed into service, as recorded on the equipment or associated documents. {A} Also used to designate the open date or propellant manufacture date for CARTS, CADS, or AEPS devices. Date to be entered and read as MMYY, for example, 1186. (For use with survival equipment and expeditionary airfield lighting, matting, fresnel lens, visual communications systems, {A} and CARTS, CADS, or AEPS devices only.)

K. Arrestments. Number of accumulated aircraft arrestments since new, if available; otherwise, number since overhaul. (For use with aircraft-installed arresting gear and expeditionary airfield equipment only). In the case of expeditionary airfield equipment, use this code to record number of arrestments on the arrester engine assembly, deck pendant tapes, and tape connector only; use Code M to record hour meter reading on retriever engine.

L. Landings. Enter the current total of landings recorded on the aircraft. If total exceeds 9,999 landings, record only the last four digits, for example, 10,231 landings would be recorded as L0231.

M. Meter Time. Number of accumulated hours on equipment and components as shown on the hourmeter. (Enter whole hours only.)

N. Rounds Fired. Enter the total number of rounds fired since overhaul, if available; otherwise, enter the total number of rounds fired since new. Data will be rounded to the nearest hundred for entering on the maintenance document. If the figure exceeds 999,999 drop the left most digit {A} and round off to the nearest hundred. Examples: 46 rounds would be reported as N0000, 68 rounds would be reported as N0001, 638 rounds would be reported as N0006, 2,437 rounds would be reported as N0024, 180,779 rounds would be reported as N1808, 1,000,241 rounds would be reported as {R} N0002.

P. Cycles. Enter the number of cycles since overhaul, if available; otherwise, enter the number of cycles since new, for example, number of bombs dropped from a bomb rack.

S. Starts. Enter actual number of starts on equipment/components as shown on startmeter or actual number of starts on equipment/component recorded by other devices.

T. Catapult Shots. Enter the number of actual catapult shots recorded on equipment and components.

U. Months Installed. Number of accumulated months equipment was installed since new; if available. Otherwise, months since overhaul.

W. Warranty. This code indicates that the component is under warranty and will be used in blocks E47 and G43 only. After the prefix code, enter the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the expiration of the warranty is by date, enter on the VIDS/MAF the year and month, for example, if warranty expires September 1989, enter W8909.

X. Contract Number. This code indicates the contract number of the component under warranty and will be used in blocks E52 and G48 only. After the prefix code, enter the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records, for example, if the contract number is N00019-85-C-0129, enter X0129.

APPENDIX H

Type Maintenance Codes

The following type maintenance codes are prescribed for use on the VIDS/MAF or Support Action Form (SAF), as indicated:

A. General Support. Routine, repetitive type tasks that do not involve malfunctions, repairs of aeronautical equipment, condemnation actions, or inspections. Used on the SAF only.

B. Unscheduled Maintenance. Used on the VIDS/MAF only, for all maintenance actions except the following:

(1) The look phase of any inspection.

(2) The look and fix phase of all aircraft inspections, engine inspections, support equipment (SE) periodic maintenance (PM) inspections, and missile equipment rehabilitation inspections.

(3) Calibration of precision measuring equipment.

(4) Transient maintenance.

C. Preoperational, or Prelaunch Inspections. Preoperational inspections on SE and prelaunch inspections on missile targets, as specified on the applicable maintenance requirement card (MRC). Used on the SAF only.

D. **{R}** Daily, Preflight, Postflight, Turnaround, Special Inspections and Preservation or Depreservation Actions. Used on the VIDS/MAF for special inspections, preservation, depreservation, and for discrepancies discovered during preflight, daily, postflight, or turnaround inspections; on the SAF for all others. The following examples apply:

(1) With respect to aircraft, this code is used for daily, preflight, postflight, and turnaround inspections, preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days.

(2) With respect to SE, this code is used for preservation or depreservation actions, and all other inspections not otherwise covered by a type maintenance code, for example, local requirements for daily, weekly, or monthly SE inspections.

(3) Equipment with a prescribed standard inspection cycle such as mini-regs, parachutes not covered by an MRC, and survival equipment.

E. Acceptance and Transfer Inspection. Acceptance and transfer inspections on aircraft, SE, and missile targets. Used on the VIDS/MAF only.

F. Transient Maintenance. Maintenance or support actions performed on equipment in a transient status.

G. Phase Inspection. Phased maintenance inspections on aircraft (excluding uninstalled engine inspections), both look phase and fix phase. Used on the VIDS/MAF only.

J. Major Engine Inspection. This code is used for uninstalled engine inspections, for both the look and fix phase. This code is used on the VIDS/MAF only.

K. Special Engine Inspection. This code is used for all special inspections performed **{A}** exclusively on engines, installed or uninstalled, for both the look and fix phase. This code is used on the VIDS/MAF only.

L. Local Manufacture or Fabrication Actions for Nonaeronautical Material. Used on the SAF for organizational and intermediate level activities and on the turn-in VIDS/MAF work requests **{A}** or intra-activity support VIDS/MAFs.

M. Hourly Special Aircraft Inspections. This code is used for airframe **{R}** and combined airframe and engine hourly interval special inspections for both the look and fix phase. Used on the VIDS/MAF only.

N. Cycle or Event Special Aircraft Inspections. This code is used for airframe **{R}** and combined airframe and engine special inspections based upon cycles or events, for example, rounds fired, arrested landings, launches. This code is used on the VIDS/MAF only, for both the look and fix phase.

{D} NOTE

P. Calendar, Calendar Odd, Major, PM, Postlaunch Rehabilitation Inspections, and Scheduled Calibration. Used on the VIDS/MAF only, to document both look and fix phases of the following type of inspections:

(1) Aircraft calendar inspections, for example, where a single type of inspection is prescribed, as opposed to odd or even and intermediate or major.

(2) Aircraft calendar odd inspections, for aircraft under the odd or even concept.

(3) Periodic maintenance (PM) inspections on SE and expeditionary airfield equipment. In the case of expeditionary airfield equipment, this code may be used on the SAF to document segments of the planned maintenance system when the elapsed time for look phase is less than one hour.

(4) Scheduled calibration of precision measuring equipment (PME).

(5) Postlaunch rehabilitation of recoverable targets following each launch and recovery, and major inspections on targets not normally rehabilitated, including nonrecoverable types.

Q. Calendar Even Inspection. Look and fix phases of aircraft calendar even inspections. Used on the VIDS/MAF only.

S. Conditional Inspection. The look and fix phases of conditional inspections on aircraft, {A} engines, SE, and missile targets, and conditional (unscheduled) calibration of PME. Conditional inspections are defined in Appendix C. This code is used on the VIDS/MAF only.

T. Supply Support. All work performed as a result of a VIDS/MAF work request received from a supply activity.

U. Reclamation and Salvage. All work performed in connection with reclamation and salvage actions.

The following type maintenance codes are prescribed for use on the VIDS/MAF by power plants work centers with specific engine repair capability. (See Appendix C for detailed descriptions of the three degrees.)

(1) First-Degree Repair. First-degree repair is repair which includes compressor rotor replacement or disassembly to a degree that the compressor rotor assembly can be removed.

(2) Second-Degree Repair. Second-degree repair by designated intermediate maintenance activities includes the repair or replacement of turbine rotors and combustion sections (including afterburners), and the repair or replacement of reduction gearboxes and torque shafts which are considered repairable within the limits of the approved intermediate maintenance handbooks.

(3) Third-Degree Repair. Encompasses the same gas turbine engine repair capability as the second-degree repair except that certain functions which require high maintenance man-hours and are of low incident rate are excluded.

APPENDIX I

Malfunction Description Codes

Alphabetical List

The following malfunction description codes are prescribed for use in the Maintenance Data System. The codes are divided into three logical groups to aid in finding the most applicable code. The malfunction code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

NOTE

> A special series of malfunction codes, having an alphabetic character in the first position, is maintained for limited use during special project evaluations. Instructions for their use will be issued by separate correspondence.

CONDITIONAL (NO FAULT) GROUP

(Use these codes when a nondefective item is removed, or when the defect/malfunction is not the fault of the item in question.)

578	ACOUSTICAL COIN-TAP TEST
000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
731	BATTLE DAMAGE
813	CANNIBALIZATION - directed by higher authority (inter-squadron transfer of equipment or item)
814	CANNIBALIZATION - lack of replacement material
812	CANNIBALIZATION - removed for fault isolation/troubleshooting (unit left installed in second aircraft)
437	DAMAGED DUE TO OPERATOR ERROR - improper selection/positioning/release/shutdown/activation, etc.
572	EDDY CURRENT INSPECTION
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment or item
574	FIBER-OPTIC BORESCOPE INSPECTION
301	FOD - use 374 for internal failure
302	{A} FOREIGN OBJECT - safety wire, fasteners, tools or other objects discovered in aeronautical equipment which could lead to FOD if not removed
577	GASEOUS LEAK TEST
311	HARD LANDING
573	HARMONIC BOND INSPECTION
246	IMPROPER/FAULTY MAINTENANCE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
158	LAUNCH DAMAGE
576	LIQUID PENETRANT INSPECTION
105	LOOSE, MISSING OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, etc.
571	MAGNETIC PARTICLE INSPECTION
030	MISHAP DAMAGE
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
800	NO DEFECT - component removed/reinstalled to facilitate other maintenance
807	NO DEFECT - component removal/reinstallation directed by higher authority
806	NO DEFECT - removed as part of a matched set
805	NO DEFECT - removed for pool stock

804	NO DEFECT - removed/installed due to scheduled maintenance/modification/high time
811	NO DEFECT - removed for troubleshooting and reinstalled on original equipment
440	OVERAGE, OBSOLETE OR SURPLUS
579	OTHER NDI METHODS
570	RADIOGRAPHIC INSPECTION
787	TIRE REMOVAL - normal wear
877	TRANSPORTATION DAMAGE
575	ULTRASONIC INSPECTION
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND

REASON FOR REMOVAL GROUP

(This group of codes generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

956	ABNORMAL FUNCTION - of computer mechanical equipment
314	ACCELERATION/DECELERATION IMPROPER
693	AUDIO/VIDEO FAULTY
652	AUTOMATIC ALIGN TIME EXCESSIVE
780	BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
135	BINDING, STUCK, JAMMED
070	BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT
719	BROKEN/FRAYED GROUND/BONDING WIRE
160	BROKEN WIRES, DEFECTIVE CONTACT OR CONNECTION
900	BURNED OR OVERHEATED
080	BURNED OUT - light bulb or fuses
150	CHATTERING
185	CONTAMINATION - metallic
306	CONTAMINATION - nonmetallic
170	CORRODED
190	CRACKED, CRAZED
782	DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC
846	DELAMINATED
117	DETERIORATED/ERODED
932	DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY
320	ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
922	ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
959	FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
051	FAILS TO TUNE/DRIFTS
069	FLAME OUT
037	FLUCTUATES, OSCILLATES - frequency/rpm unstable, intermittent, weak/no stabilization
696	FLUID LOW
188	GLAZED
653	GROUND SPEED ERROR EXCESSIVE
281	HIGH OUTPUT
916	IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (NOAP)
381	LEAKING - internal or external
383	LOCK - ON MALFUNCTION

989	LOW COOLANT FLOW
282	LOW OUTPUT
537	LOW POWER OR THRUST - mechanical
425	NICKED OR CHIPPED
682	NO AZIMUTH OR DRIFT
958	NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
255	NO OUTPUT
823	NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE AFTERBURNER LIGHT
257	OFF COLOR
398	OIL CONSUMPTION EXCESSIVE
464	OVERSPEED/RUNAWAY OPERATION
429	PEELED OR BLISTERED
520	PITTED
010	POOR OR NO FOCUS
525	PRESSURE/VACUUM/COMPRESSION INCORRECT
935	SCORED, SCRATCHED, GOUGED, BURRED
585	SHEARED
681	SHUTTER HUNG/NO TRIP
503	SUDDEN STOP
649	SWEEP MALFUNCTION
334	TEMPERATURE INCORRECT
781	TIRE LEAKAGE EXCESSIVE OR BLOW-OUT
599	TRAVEL OR EXTENSION INCORRECT
561	UNABLE TO ADJUST TO LIMITS
465	UNDERSPEED
690	VIBRATION EXCESSIVE
622	WET
020	WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring

REASONS FOR FAILURE GROUP

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

127	ADJUSTMENT OR ALIGNMENT IMPROPER
651	AIR IN SYSTEM
007	ARCING, ARCED
710	BEARING FAULTY
720	BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
969	CANNOT RESONATE - input cavity, magnetron
180	CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
028	CONDUCTANCE INCORRECT
029	CURRENT INCORRECT
292	FAILS - acceptance check
295	FAILS - check/test
290	FAILS - diagnostic/automatic tests
698	FAULTY - card/micrologic device
177	FUEL FLOW INCORRECT
088	GAIN OR STANDING WAVE RATIO INCORRECT
350	INSULATION BREAKDOWN
374	INTERNAL FAILURE - use 301 for FOD

481	KEYWAY OR SPLINE DAMAGED/WORN
410	LACK OF/IMPROPER LUBRICATION
697	MAGNETIC TAPE BROKEN/FAULTY
064	MODULATION INCORRECT
799	NO DEFECT - malfunction could not be duplicated, item checks good
008	NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
450	OPEN
458	OUT OF BALANCE
991	OUT OF FREQUENCY - does not track tuning curve, poor spectrum
416	OUT OF ROUND
766	OUT OF SPECIFICATION/CHANGE OF VALUE
962	POWER OUTPUT DIP/LOW - electronic
703	PROGRAM FAILURE
567	RESISTANCE/IMPEDANCE HIGH
568	RESISTANCE/IMPEDANCE LOW
128	RIGGING/INDEXING INCORRECT
615	SHORTED - including internal
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
695	SYNC ABSENT OR FAULTY
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
447	WRONG LOGIC - program or computer

Malfunction Description Codes

Numerical List

The following malfunction description codes are prescribed for use in the Maintenance Data System. The codes are divided into three logical groups to aid in finding the most applicable code. The malfunction code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

NOTE

A special series of malfunction codes, having an alphabetic character in the first position, is maintained for limited use during special project evaluations. Instructions for their use will be issued by separate correspondence.

CONDITIONAL (NO FAULT) GROUP

(Use these codes when a nondefective item is removed, or when the defect/malfunction is not the fault of the item in question.)

000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture or NDI
030	MISHAP DAMAGE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
105	LOOSE, MISSING, OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, etc.
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND.

158	LAUNCH DAMAGE
246	IMPROPER/FAULTY MAINTENANCE
301	FOD - use 374 for internal failure
302	{A} FOREIGN OBJECT - safety wire, fasteners, tools or other objects discovered in aeronautical equipment which could lead to FOD if not removed
311	HARD LANDING
437	DAMAGED DUE TO OPERATOR ERROR - improper selection/positioning/release/shutdown/activation, etc.
440	OVERAGE, OBSOLETE OR SURPLUS
570	RADIOGRAPHIC INSPECTION
571	MAGNETIC PARTICLE INSPECTION
572	EDDY CURRENT INSPECTION
573	HARMONIC BOND INSPECTION
574	FIBER-OPTIC BORESCOPE INSPECTION
575	ULTRASONIC INSPECTION
576	LIQUID PENETRANT INSPECTION
577	GASEOUS LEAK TEST
578	ACOUSTICAL COIN-TAP TEST
579	OTHER NDI METHODS
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment/item
731	BATTLE DAMAGE
787	TIRE REMOVAL - normal wear
800	NO DEFECT - component removed/reinstalled to facilitate other maintenance
804	NO DEFECT - removed/installed due to scheduled maintenance/modification/high time
805	NO DEFECT - remove for pool stock
806	NO DEFECT - removed as part of a matched set
807	NO DEFECT - component removal/reinstallation directed by higher authority
811	NO DEFECT - removed for troubleshooting and reinstalled on original equipment
812	CANNIBALIZATION - removed for fault isolation/troubleshooting (unit left installed in second aircraft)
813	CANNIBALIZATION - directed by higher authority (inter-squadron transfer of equipment or item)
814	CANNIBALIZATION - lack of replacement material
877	TRANSPORTATION DAMAGE

REASON FOR REMOVAL GROUP

(This group of codes generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

010	POOR OR NO FOCUS
020	WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring
037	FLUCTUATES, OSCILLATES - frequency/rpm unstable, intermittent, weak/no stabilization
051	FAILS TO TUNE/DRIFTS
069	FLAME OUT
070	BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT
080	BURNED OUT - light bulb or fuses
117	DETERIORATED/ERODED
135	BINDING, STUCK, JAMMED
150	CHATTERING
160	BROKEN WIRES, DEFECTIVE CONTACT OR CONNECTION
170	CORRODED

185	CONTAMINATION - metallic
188	GLAZED
190	CRACKED, CRAZED
255	NO OUTPUT
257	OFF COLOR
281	HIGH OUTPUT
282	LOW OUTPUT
306	CONTAMINATION - nonmetallic
314	ACCELERATION/DECELERATION IMPROPER
320	ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
334	TEMPERATURE INCORRECT
381	LEAKING - internal or external
383	LOCK-ON MALFUNCTION
398	OIL CONSUMPTION EXCESSIVE
425	NICKED OR CHIPPED
429	PEELED OR BLISTERED
464	OVERSPEED/RUNAWAY OPERATION
465	UNDERSPEED
503	SUDDEN STOP
520	PITTED
525	PRESSURE/VACUUM/COMPRESSION INCORRECT
537	LOW POWER OR THRUST - mechanical
561	UNABLE TO ADJUST TO LIMITS
585	SHEARED
599	TRAVEL OR EXTENSION INCORRECT
622	WET
649	SWEEP MALFUNCTION
652	AUTOMATIC ALIGN TIME EXCESSIVE
653	GROUND SPEED ERROR EXCESSIVE
681	SHUTTER HUNG/NO TRIP
682	NO AZIMUTH OR DRIFT
690	VIBRATION EXCESSIVE
693	AUDIO/VIDEO FAULTY
696	FLUID LOW
719	BROKEN/FRAYED GROUND/BONDING WIRE
780	BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
781	TIRE LEAKAGE EXCESSIVE OR BLOWOUT
782	DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
823	NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE AFTER-BURNER LIGHT
846	DELAMINATED
900	BURNED OR OVERHEATED
916	IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (NOAP)
922	ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
932	DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY
935	SCORED, SCRATCHED, GOUGED, BURRED
956	ABNORMAL FUNCTION - of computer mechanical equipment
958	NO OR INCORRECT DISPLAY/SCOPE PRESENTATION

959	FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
989	LOW COOLANT FLOW

REASONS FOR FAILURE GROUP

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

007	ARCING, ARCED
008	NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
028	CONDUCTANCE INCORRECT
029	CURRENT INCORRECT
064	MODULATION INCORRECT
088	GAIN OR STANDING WAVE RATIO INCORRECT
127	ADJUSTMENT OR ALIGNMENT IMPROPER
128	RIGGING/INDEXING INCORRECT
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
177	FUEL FLOW INCORRECT
180	CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
290	FAILS - diagnostic/automatic tests
292	FAILS - acceptance check
295	FAILS - check/test
350	INSULATION BREAKDOWN
374	INTERNAL FAILURE - use 301 for FOD
410	LACK OF/IMPROPER LUBRICATION
416	OUT OF ROUND
447	WRONG LOGIC - progam or computer
450	OPEN
458	OUT OF BALANCE
481	KEYWAY OR SPLINE DAMAGED/WORN
567	RESISTANCE/IMPEDANCE HIGH
568	RESISTANCE/IMPEDANCE LOW
615	SHORTED - including internal
651	AIR IN SYSTEM
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
695	SYNC ABSENT OR FAULTY
697	MAGNETIC TAPE BROKEN/FAULTY
698	FAULTY - card/micrologic device
703	PROGRAM FAILURE
710	BEARING FAULTY
720	BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
766	OUT OF SPECIFICATION/CHANGE OF VALUE
799	NO DEFECT - malfunction could not be duplicated, item checks good
962	POWER OUTPUT DIP/LOW - electronic
969	CANNOT RESONATE - input cavity, magnetron
991	OUT OF FREQUENCY - does not track tuning curve, poor spectrum

APPENDIX J

Technical Directive Status Codes

Status Code Explanation

A - Assisting Work Center

C - Complied With

D - Does Not Apply

P - Previously Complied With

Q - TD Removal

W - Work in Progress

NOTE

Technical Directive (TD) removal will be documented in the same manner as TD incorporation. The only exceptions being the use of TD Status Code Q in block A35 and the (H-Z) record will be blank except for engine identification where applicable.

APPENDIX K

Organization Code Structuring

1. Purpose. This appendix describes the general format and structuring of the organization codes used in the Maintenance Data System (MDS). Detailed listings of assigned codes are published on limited distribution by the Ships Parts Control Center (SPCC) in the Organization Code Cross-Reference Master List, (NAMSO 4790.A7065-01). Activities requiring information concerning specific codes assigned should contact either commanding officer (CO) Navy Maintenance Systems Support Office (NAVMASSO), or their cognizant commander, fleet air (COMFAIR), wing, group, type command, or equivalent headquarters.

2. Description. Organization codes are three-character codes which identify the reporting and processing activities associated with maintenance and operational data. The first character of the organization code is structured to facilitate the grouping and summarization of data by major commands. The second and third characters are assigned to identify specific units within the major command. In order to maintain the stability of historical data, the following guidelines will be followed in the assignment of codes:

a. Organization codes will not ordinarily be changed as a result of the internal reorganization or relocation of units within a major command.

b. Organization codes should not be changed when an activity has a name change.

c. The use of an organization code is considered unique to an activity and is not reassigned if that activity is disestablished or permanently reassigned to another major command. An organization code will be reassigned only when organizations are reestablished or returning to the major command from which previously assigned.

3. Code Structuring. Major commands are indicated by the first character of organization codes as follows:

A - Atlantic Fleet Squadrons and Shore Stations

B - Atlantic Fleet Squadrons with Detachments

C - Atlantic Fleet Ships

D - Pacific Fleet Ships

F - Atlantic Fleet Marine Force Activities

G - Pacific Fleet Marine Force Activities

J - Naval Air Maintenance Training Group and BUMED activities.

K - Naval Air Reserve Squadrons

M - Marine Activities Not Assigned to a Fleet Marine Force

P - Pacific Fleet Squadrons and Shore Stations

Q - Pacific Fleet Squadrons with Detachments

R - Naval Air Reserve Training Activities

S - Marine Air Reserve Training Activities

T - Naval Air Training Activities

W - Naval Air Systems Command Activities

Z - Miscellaneous Activities

4. Locally Assigned Codes. When it is necessary to identify an activity not listed in the master list, a locally assigned code beginning with O may be used, with the activity identified in the second and third positions of the code, for example, OOA, OTS, and O23. These codes will be used only to identify those activities which are not directly responsible for reporting under the aviation 3M MDS, but which must be identified in the documentation of a reporting activity, for example, in the Job Control Number (JCN) block of Maintenance Data Record (MDR) source documents for work performed by an intermediate maintenance activity in support of a nonreporting activity. (Organization codes beginning in O are not to be used in the Action Organization block of these documents.)

5. Squadrons with Detachments. Squadrons which normally operate detachments are assigned

codes in the B series (Atlantic Fleet) and Q series (Pacific Fleet). The parent activity will be designated by a zero in the third position of the code, for example, BEO. Detachments of these squadrons will be assigned permanent organization codes within the structure of the basic code assigned to the parent activity, for example, BE1, BE2. The parent activity will initiate a naval letter request for appropriate code changes when (1) forming a detachment which is not listed in the master list, or (2) disestablishing a detachment listed in the master list. Naval letters will be addressed to CO, NAVMASSO (via cognizant aircraft controlling custodian/COMFAIR/functional wing commander, info SPCC) and will include the detachment designation, permanent unit code, deployment location, and effective date of the detachment formation/disestablishment.

NOTE

> This paragraph applies only to activities which operate by detachment as a feature of their primary mission. Routine detachments of other activities for training purposes, special exercises, etc., may be identified locally by an away code.

6. Code Selection. Where more than one organization code is assigned to an activity, that is, to various departments of a ship or station, organizational level MDR data for carrier aboard delivery aircraft afloat and station aircraft ashore will be documented using the organization code of the department within the command which is assigned direct responsibility for O-level maintenance. Subsystem Capability and Impact Reporting data for these aircraft will be documented under the same organization code as used in the JCN for O-level MDR data.

NOTE

> Organization codes have been assigned by CO, NAVMASSO to weapons departments afloat and ashore, for purposes of documenting maintenance performed on AWSE assigned to those departments.

7. Request for Addition/Deletion of Codes. NAVMASSO, under the Chief of Naval Operations, is responsible for the assignment and control of organization codes. Requests should be addressed to NAVMASSO (Code 412), 1441 Crossways Blvd., Chesapeake, VA 23320-8915, by naval letter, via the type commander, through the cognizant chain of command (NAVMASSO cannot assign codes without proper endorsements) using the following format:

From: (Requesting Activity)
To: Commanding Officer, Navy Management Systems Support Office (Code 412)
Via: (Appropriate Type Commander)

Subj: AVIATION 3M ORGANIZATION CODE CHANGE REQUEST

1. The following organization code addition/deletion is requested.

ADD:

ORG NAME:
UNIT IDENTIFICATION CODE:
PERMANENT UNIT CODE:
CVW/MAG ASSIGNED:

(or)

DELETE:

ORG CODE:
ORG NAME:

2. Justification: (This paragraph should contain a justification for the request and any amplifying information considered necessary.)

(Requestor signature)

Copy to:
SPCC (NAMSO 8611)
NAVAIRTECHSERVFAC (34)

NOTE

> Upon assignment, NAVMASSO will inform:
> SPCC (NAMSO 8611)
> NAVAIRTECHSERVFAC (34)
> FLTAC Corona, CA (8251)
> NAVSAFECEN (52F)
> CNO (OP-515)
> NAVMASSO DETPAC (OIC)

APPENDIX L

Technical Directive Codes

(Alphabetic)

CODE	TITLE
58	Accessory Bulletins (AYB)
61	Accessory Changes (AYC)
[A] 99	Age Exploration Bulletin (AEB)
94	Airborne Tactical Software Bulletins (ASB)
93	Airborne Tactical Software Changes (ASC)
76	Airborne Weapon Bulletins (AWB)
75	Airborne Weapon Changes (AWC)
67	Aircrew System Bulletins (ACB)
66	Aircrew System Changes (ACC)
74	Airframe Bulletins (AFB)
50	Airframe Changes (AFC)
57	Aviation Armament Bulletins (AAB)
56	Aviation Armament Changes (AAC)
55	Avionics Bulletins (AVB)
54	Avionics Changes (AVC)
52	Dynamic Component Bulletins (DCB)
51	Dynamic Component Changes (DCC)
79	Meteorological Equipment Bulletins (MEB)
73	Meteorological Equipment Changes (MEC)
69	Photographic Bulletins (PHB)
68	Photographic Changes (PHC)
01	Power Plant Bulletins (PPB)
02	Power Plant Changes (PPC)
65	Propeller Bulletins (PRB)
64	Propeller Changes (PRC)
04	Quick Engine Change Kit Bulletins (QEB)
03	Quick Engine Change Kit Changes (QEC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletins (LRB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Changes (LRC)
63	Support Equipment Bulletins (SEB)
62	Support Equipment Changes (SEC)
96	Support Software Bulletins (SSB)
95	Support Software Changes (SSC)
78	Target Control System Bulletins (TCB)
77	Target Control System Changes (TCC)
98	Trainer Software Bulletins (TSB)
97	Trainer Software Changes (TSC)
88	VAST Interface Bulletins
87	VAST Interface Changes
86	VAST System Bulletins
85	VAST System Changes

APPENDIX L

Technical Directive Codes

(Numeric)

CODE	TITLE
01	Power Plant Bulletins (PPB)
02	Power Plant Changes (PPC)
03	Quick Engine Change Kit Changes (QEC)
04	Quick Engine Change Kit Bulletins (QEB)
50	Airframe Changes (AFC)
51	Dynamic Component Changes (DCC)
52	Dynamic Component Bulletins (DCB)
54	Avionics Changes (AVC)
55	Avionics Bulletins (AVB)
56	Aviation Armament Changes (AAC)
57	Aviation Armament Bulletins (AAB)
58	Accessory Bulletins (AYB)
61	Accessory Changes (AYC)
62	Support Equipment Changes (SEC)
63	Support Equipment Bulletins (SEB)
64	Propeller Changes (PRC)
65	Propeller Bulletins (PRB)
66	Aircrew System Changes (ACC)
67	Aircrew System Bulletins (ACB)
68	Photographic Changes (PHC)
69	Photographic Bulletins (PHB)
73	Meteorological Equipment Changes (MEC)
74	Airframe Bulletins (AFB)
75	Airborne Weapon Changes (AWC)
76	Airborne Weapon Bulletins (AWB)
77	Target Control System Changes (TCC)
78	Target Control System Bulletins (TCB)
79	Meteorological Equipment Bulletins (MEB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Changes (LRC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletins (LRB)
85	VAST System Changes
86	VAST System Bulletins
87	VAST Interface Changes
88	VAST Interface Bulletins
93	Airborne Tactical Software Changes (ASC)
94	Airborne Tactical Software Bulletins (ASB)
95	Support Software Changes (SSC)
96	Support Software Bulletins (SSB)
97	Trainer Software Changes (TSC)
98	Trainer Software Bulletins (TSB)
{A} 99	Age Exploration Bulletin (AEB)

APPENDIX M

Special Inspection Work Unit Codes

Seventh Position Matrix

Seventh Position of Interval Grouping Work Unit Code, for example, hrs, days,cycles:

A	01-20
B	21-30
C	31-40
D	41-50
E	51-60
F	61-90
G	91-100
H	101-140
J	141-185
K	186-230
L	231-300
M	301-400
N	401-500
P	501-600
Q	601-900
R	901-1100
S	1101-1500
T	1501-3700
U	3701-6900
V	6901-8000
W	8001-10000
X	10001-14000
Y	14001-20000
Z	20001-24999

For inspections based on intervals of 25,000 and above, such as, rounds of ammunition loaded, fired, divide the interval by 100 and enter the derived character. For example, intervals of 25,000, 50,000 and 125,000 equate to L, N, and S respectively. For inspections based on weeks, convert to number of days and select proper seventh position based on days, for example, 4 weeks = 28 days = B. With respect to support equipment, however, a 4 week inspection is considered the same as a monthly inspection, which, in turn, is considered equal to 30 days. A quarterly inspection is considered the same as a 13 week inspection which, in turn, is considered equal to three months (90 days).

NOTE

Appendix M will also be used in documentation of support equipment periodic maintenance inspections, and all other interval inspections, not to include phase or calendar inspections.

APPENDIX N

Awaiting Maintenance Reason Codes

1. Support Equipment. Unavailable or inadequate support equipment.

2. Hangar/Hangar Deck Spaces/Facilities. Lack of adequate maintenance area or utility services, such as electricity or air pressure.

3. Backlog. Workload in excess of work center capability.

4. Off-shift Hours. Maintenance requirement exists beyond normal working hours. This applies only to activities which do not normally schedule work assignments during the reported period, such as 0001 to 0800, or during weekend or holiday periods in which personnel are not normally working.

5. Other. Performance of maintenance precluded by weather, operational conditions, general drill, training, ceremonies, open house, shipboard/shore station imposed restrictions, etc.

6. Awaiting Aircraft Intermediate Maintenance Department (AIMD) Maintenance. Awaiting the return of an engine or component from the AIMD during a Not Mission Capable Maintenance period. This code would be annotated when no further work could be accomplished without the engine or component in process in AIMD. Subsystem Capability Impact Report will reflect the control job control number for the airframe and the work unit code of the delinquent item.

7. Flight Operations/Operational Utilization. Weapon systems or equipment unavailable for maintenance due to flight operations or equivalent.

8. Awaiting Other Shops or Maintenance Actions. This code will be documented when no further maintenance can be performed due to other shops or maintenance actions, for example, Work Center 120 unable to complete functional check on flight controls due to Work Center 110 having engine removed. This code should not be confused with Reason Code 3 (backlog).

APPENDIX O

Support Action Codes

The following standard codes shall be used only on the Support Action Form (SAF), except as noted below. Recommendations for changes to these codes must be submitted following Chapter 1.

010 - Operational Support. Includes all ground operations directly involving launch/recovery. Use the appropriate specific code from the following list. Use code 010 only if none of these apply.

011 - Ground Handling. Includes manning aircraft/support equipment (SE) for launch/recovery, taxi, directing the movement of aircraft/SE to and from maintenance areas and moving for respot, etc.; removing and installing safety pins, covers, locks, chocks, ground wires, tie down lines, chains, and cables. Also includes the operation of aircraft/SE in support of other maintenance.

012 - Servicing. The preparation of aircraft/SE for flight/operation. Such preparation includes replenishment/removal of consumable items used during flight/operation such as fuel, oil, water, alcohol, hydraulic fluid, oxygen, air, nitrogen, ammunition/bombs, preoil, antifreeze, freon, etc. Includes interior/cockpit cleaning not related to corrosion prevention.

013 - Mission Configuration. The installation/removal or verification of aircraft equipment/SE to perform a specific mission or training requirement such as buddy stores/tanks, IFRs, weapon systems, conventional/special search gear, lights/radar/navigation aids, ECM jamming devices, JATO, photo devices, chemical devices, seats/stretchers, flotation gear, ballast, configuration of aircraft to accept cargo, etc.

014 - Ground Safety. The arming/de-arming of seats, canopies, escape doors, hatches, racks, pylons, ejectors, etc. (Do not document the removal/replacement of cartridge actuated devices under this code. Use a VIDS/MAF listing the appropriate work unit code (WUC.) Also includes the removal of ice/snow.

015 - Troubleshoot Launch Aircraft. Includes the action taken to locate the cause of the problems discovered just prior to launch.

016 - Foreign Object Damage (FOD) Prevention. Includes FOD walkdowns and other activities conducted specifically to combat FOD (used with Type Equipment Code (TEC) YZAA).

030 - Maintenance Inspections. Use for all aircraft/SE/engine inspections except preflight, postflight, turnaround, or daily. Use Chapter 6 and Chapter 9 for documentation of other inspections, for example, conditional, acceptance/transfer, on VIDS/MAFs using this specific code. This includes inspection for corrosion. See below for preflight/postflight/turnaround and daily inspections.

031 - Preflight/Postflight/Turnaround Inspections. Repetitive inspections conducted between flights to insure the integrity of the aircraft for flight, verify proper servicing, and to detect degradation that may have occurred during the previous flight. Shall also be used to document preoperational inspections of SE.

032 - Daily Inspections. Accomplished after the last flight of the day and is valid for 72 hours prior to the next scheduled flight.

040 - Corrosion Prevention. Includes washing/cleaning and corrosion preventive measures such as application of corrosion preventive compounds and touch-up of chipped paint. (Actions taken to repair corroded items are documented on a VIDS/MAF, using Action Taken Code Z. This includes painting of those areas which have been treated for corrosion). Use the appropriate specific code from the following list; if none of these apply, use code 040.

041 - Airframes. Includes all airframe structures. Includes water intrusion prevention.

042 - Power Plants. Includes installed and uninstalled power plants, and power plants (support equipment gas turbine engine and auxiliary power unit only) associated with SE.

043 - Propeller and Helicopter Dynamic Components.

044 - Support Equipment. Includes all non-avionics SE (including weapons handling) and all associated non-SEGTE/APU power plants.

045 - Electronics and Electrical. Includes specific avionics equipment and components, including SE and electrical items such as batteries, wiring, and connectors.

046 - Photographic. Includes cameras, mounts, and associated equipment.

047 - Armament and Ordnance. Includes all weapons and weapons suspension and release equipment.

048 - Safety and Survival. Includes ejection seats, oxygen systems, and other related equipment.

049 - Preservation and Depreservation. To be used when items or components are preserved for temporary or long term storage or shipment, and for depreservation. Excludes ordnance and armament (see code 070). (Use VIDS/MAF documentation procedures in Chapter 6 and Chapter 9 for aircraft and end items.)

050 - General Functions. Includes aeronautical related functions such as painting, stenciling, lettering, and installing decals; fabric and metal tests; calibration of mechanical devices; reclamation and salvage; local manufacture and fabrication; and oil analysis. Use code 050 only if none of the following codes apply. (May also be used on {R} work request or intra-activity support VIDS/MAF if no WUC or not otherwise coded (NOC) applies).

051 - Wheel and Tire Buildup and Teardown. (May also be used on VIDS/MAF work request if no WUC or NOC applies)

052 - Check, Test, and Service. Includes items other than those listed in code 050 or those power plant and life support items listed under codes 060 and 080, respectively. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

060 - Propulsion System Support. Includes tasks such as the handling of engines, propellers and rotor heads, but excludes corrosion prevention (see code 040). Use the appropriate specific code from the following list; if none of these apply, use code 060. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

061 - Quick Engine Change Assembly and Quick Engine Change Kit Buildup and Teardown. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

062 - Propeller and Rotor Head Buildup and Teardown. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

063 - Engine Test Stand Operation. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

070 - Mission Shop Support. Includes all general handling required to support bombs, rockets, missiles, small arms, ammunition, tape, film, chaff, and sonobuoys. Use the appropriate specific code from the following list. Use code 070 only if none of these apply.

071 - Processing of Bombs, Rockets, Missiles, Arms, and Ammunition. Includes the breakout, transportation, assembly and disassembly, and installation of fins, heads, and fuses; and the cleaning, servicing, preservation, depreservation, packaging, or canning of small arms and belting of ammunition for use or shipment.

072 - Sonobuoys, Chaff, and Electronic Countermeasure Equipment. Includes the loading or unloading of sonobuoys, chaff, or electronic countermeasure equipment.

073 - Tape and Film. Includes the development, processing, loading, and unloading of tapes and films.

080 - Inspection of Aviators Equipment, Safety and Survival Equipment. For work in this general category use the appropriate specific code from the following list; if none of these apply, use code 080. (May also be used on {R} work request or intra-activity support VIDS/MAF if no WUC or NOC applies.)

081 - Check, Test, Service, and Repack of Parachutes. Includes personnel, cargo, and drag parachutes. (May also be used on VIDS/MAF work requests if no WUC or NOC applies.)

082 - Check, Test, and Service of Flotation Equipment. Includes life rafts and life vests.(May also be used on VIDS/MAF work request if no WUC or NOC applies.)

083 - Check, Test, and Service of Personal Equipment. Includes torso harnesses, pressure suits, general flight clothing and helmets. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

084 - Check, Test, and Service of Oxygen Equipment. Includes oxygen masks, oxygen regulators, and liquid oxygen converters. (May also be used on VIDS/MAF work request if no WUC or NOC applies.)

090 - Nonaeronautical Work. Nonaeronautical work is defined as work that cannot be properly charged to aircraft, power plants, SE, missiles, trainers or other aeronautical equipment within the scope of TECs "A" through "Y". It includes manufacture, repair, assembly, disassembly, painting, field days or other productive labor that contributes to the overall state of readiness of the reporting unit. This code is used only with TEC "Z" series and may be used on {R} the SAF, work request, or intra-activity support VIDS/MAF.

091 - Surface PMS. This code will be used with TEC "Z" series to document man-hours consumed in performing work scheduled and unscheduled surface PMS functions. May be used on either the SAF or VIDS/MAF work request.

APPENDIX P

Transaction Codes

The transaction codes listed below are to be entered in block A32 of the Visual Information Display System/Maintenance Action Form (VIDS/MAF). Transaction codes denote the type of data being reported. Codes 00, 02, and 03 particularly are for reporting custodians.

TRANSACTION CODE 00

Is used to report an inventory gain.

TRANSACTION CODE 02

Is used to report a change in the Material Condition Reporting Status of an equipment, for example, IN/OUT reporting.

TRANSACTION CODE 03

Is used to report an equipment loss.

TRANSACTION CODE 11

a. On Equipment work not involving removal of defective or suspected defective components/items.

b. On supporting engine documents not having a removal of a defective or suspected defective component/item when the engine is not specifically identified to a particular aircraft, for example, JRPX.

c. This code is also used at the organizational (O-) or intermediate (I-) level maintenance activities when closing out a maintenance action.

d. On supporting documents where corrosion treatment is performed in the I-level work center and this treatment is a separate and distinct action apart from the required repair.

TRANSACTION CODE 12

a. On-Equipment work, including engines, involving nonrepairable components/items documented as failed parts.

b. Engine identification documented in the Failed/Required Material blocks (H-Z) and indexed (USE TRANSACTION CODE 12).

TRANSACTION CODE 14

Removal of a nondefective component/item (excluding cannibalization, see Transaction Code 19), from an engine, to be processed at the O-level maintenance activity. (Transaction Code 18 will be used for the removal and replacement of a complete nondefective engine.) In the case of a nonserialized component/item, block E13 of the VIDS/MAF must be a single zero (0) (see Note).

TRANSACTION CODE 15

Installation of a nondefective component/item, excluding cannibalization (see Transaction Code 19) on an engine to be processed at an O-level maintenance activity. In the case of a nonserialized component/item, block G13 of the VIDS/MAF must be a single zero (0) (see Note).

TRANSACTION CODE 16

Removal of a nondefective component/item, excluding engine components/items and a cannibalization (see Transaction Code 18), to be processed at an O-level maintenance activity. In the case of a nonserialized component/item, block E13 of the VIDS/MAF must be a single zero (0) (see Note).

TRANSACTION CODE 17

Installation of a nondefective component/item (excluding engine components/items and cannibalization). In the case of a nonserialized component/item, block G13 of the VIDS/MAF must be a single zero (0) (see Note).

TRANSACTION CODE 18

Used to document the following for components/items at the O- and I- level (excluding engine components/items at the O-level):

a. Removal and replacement of non-defective components and items to accomplish a cannibalization action (Action Taken Code T).

b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (Action Taken Code R).

Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. Block 79 (index) will remain blank.

TRANSACTION CODE 19

Used to document the following for engine components and items at the O-level:

a. Removal and replacement of a non-defective component or item to accomplish a cannibalization action (Action Taken Code T).

b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (Action Taken Code R).

Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. The engine from which the component was removed and replaced will be documented in the (H-Z) Failed/Required Material blocks 79, 10, 11, 14, 19, and 41.

TRANSACTION CODE 21

Will be used when a repairable component is removed (excluding engines and engine components) for processing at an I- or depot (D-) level maintenance activity. This code is used when only the removal must be documented and a replacement is not required (see Note).

TRANSACTION CODE 23

Removal and replacement of a defective, suspected defective, {A} or scheduled maintenance of a repairable component from an end item (excluding engine components at the O-level). Additionally, this transaction code will be used for the removal and replacement of a complete engine assembly for a defect, suspected defect, or scheduled maintenance requirement. The removal component is to be processed at an I- or D-level maintenance activity. For I-level only - Use this transaction code for removal and replacement of engine modules and components when the engine is the end item (see Note).

TRANSACTION CODE 24

Will be used when a repairable engine component is removed for processing at an I- or D-level activity. This code is used only when the removal must be documented and the replacement is not required (see Note).

TRANSACTION CODE 25

Removal and replacement of a defective or suspected defective repairable component from an engine. The removed component to be processed at an I- or D- level activity (see Note).

TRANSACTION CODE 30

Is used to document components processed through the I-level maintenance activity for check, {R} test, service, manufacture, and fabrication.

TRANSACTION CODE 31

Work performed on a removed repairable component with no failed parts or awaiting parts documented in the Failed/Required Material blocks. This action is normally performed at the intermediate maintenance activity (IMA). (See Transaction Code 11 for supporting engine document.)

TRANSACTION CODE 32

Work performed on a removed repairable component with failed parts, awaiting parts, or cannibalization actions documented in the Failed/Required Material blocks. This action is normally performed at the IMA.

TRANSACTION CODE 39

Close out for man-hours or awaiting parts at an I-level maintenance activity.

TRANSACTION CODE 41

a. Technical Directive (TD) compliance with no part number change.

b. O-level close out of SCIR impacted TD item.

TRANSACTION CODE 47

TD compliance with a part number change. This also applies to components/items that require blocks "E" and "G" information with no part number change.

TRANSACTION CODE 72

Will be used to report subsystem capability and impact reporting data by the reporting custodian when transient maintenance is performed by other than the reporting custodian.

NOTE

When an engine is a supply asset, not undergoing repair or inspection inducted from an O-level activity Transaction Codes 11, 12, 16, 17, 21, and 23 must be used.

APPENDIX Q

Type Equipment Codes

1. Purpose. This appendix describes the general format and structuring of the type equipment codes (TECs) used in the Maintenance Data System. Detailed listings of assigned TECs are published on limited distribution by Ships Parts Control Center in the TEC Master List (NAMSO Report 4790.A7210-01). Activities requiring information concerning specific TECs should contact the Navy Management Systems Support Office (NAVMASSO), via the operational chain of command.

2. Description. TECs are four-character codes which identify either the end item or category of equipment on which work is performed. Codes in each specific category are structured in the manner best suited to describe the equipment concerned. In order to maintain the stability of historical data, a TEC is considered unique to an end item over its life cycle and for five years after the end item has been retired for reporting purposes. Afterward, the TEC is considered to be deactivated. A deactivated TEC may be reassigned for a new application if deemed necessary by NAVMASSO.

3. Code Structuring. TECs are structured as follows in each code category.

a. A Series - Aircraft. Aircraft are identified in this code series by type/model/series (T/M/S) designation. An example of code structuring used in this series is as follows:

AACG -	A-4F Aircraft
A -	Equipment Category (Aircraft)
AA -	Aircraft Type/(A-Attack)
AAC -	Aircraft Type/Model (A-4)
AACG -	Aircraft Type/Model/Series (A-4F)

The general aircraft type/model is indicated by a code ending in 9, for example, AAC9 = A-4 type/model group. This code may be used when the specific aircraft T/M/S is not known or when work is performed on components applicable to several different series aircraft of the same type/model, such as, work on radio components of A-4B, A-4C, and A-4F aircraft documented as a single action. However, codes ending in 9 should not be used where a more specific code can be applied.

b. B Series - Mission Mounted Equipment. Codes in this series identify external items of mission equipment such as photo, electronic counter measure, gun pods, inflight refueling buddy stores, etc., which are treated as end items when not installed. An example of code structuring in this series is as follows:

BACG -	A-4F Aircraft Mission Mounted Equipment
B -	Equipment Category (mission mounted equipment)
BA -	Aircraft Type (A-Attack)
BAC -	Aircraft Type/Model (A-4)
BACG -	Aircraft Type/Model/Series (A-4F)

c. D Series - Precision Measuring Equipment (PME). Codes in this series are assigned only through the second position, to indicate broad subcategories of PME. Codes are assigned to conform as closely as possible to work unit code (WUC) groupings used in NAVAIR 16-1-8 Work Unit Code Manuals. The third and fourth position of these codes may be further assigned locally if desired, for example, DBAB, DBAC, DBBA. In the event this breakdown is desired, its use will be controlled by the local maintenance officer (MO) and issued/coordinated by quality assurance analysis (QA/A). Codes assigned in this series are as follows:

DAAA - Flight Reference Test and Check Equipment. Includes test and check equipment for the following: air data computer, angle of attack, automatic flight control, automatic stabilization, autopilot, compass, heading reference, stall warning, true airspeed computing, and vertical gyro indicating systems. (Includes all PME in the 56 series WUCs.)

DBAA - Communications Test and Check Equipment. Includes test and check equipment for the following: HF, VHF, UHF, and interphone communications systems, emergency radio systems, IFF systems, and communication navigation interrogation integrated systems. (Includes all PME in the 61 series WUCs which do not have a specific TEC assigned.)

DCAA - Navigation Test and Check Equipment. Includes test and check equipment for radio and radar navigation systems. (Includes all PME in the 71 series WUCs which do not have a specific TEC assigned.)

DDAA - Weapon Control Test and Check Equipment. Includes test and check equipment for bombing-navigation and weapon control systems. (Includes all PME in the 74 series WUCs which do not have a specific TEC assigned.)

DEAA - Weapon Delivery Test and Check Equipment. Includes test and check equipment for weapons delivery systems. (Includes all PME in the 75 series WUCs which do not have a specific TEC assigned.)

DFAA - Electronic Countermeasures Test and Check Equipment. Includes test and check equipment for electronic countermeasures systems. (Includes all PME in the 76 series WUCs which do not have a specific TEC assigned.)

DGAA - Semi-Automatic Check-Out Equipment. Includes test and check equipment for electronic semi-automatic check-out equipment. (Includes all PME in the 78 series WUCs which do not have a specific TEC assigned.)

DHAA - General Electronic Test and Check Equipment. Includes sweep, signal, pulse, code, and function generators; range, crystal, compass, and transducer calibrators; frequency meters; vacuum tube voltmeters; oscilloscopes; RF, UHF, and VHF power wattmeters; frequency counters; frequency calibrators; fuel, oxygen, and hydraulic testers; engine instrument and performance testers; electrical equipment module testers; test bench harnesses, cables, and adapters; and the allied equipment. (Includes all the PME in the 79 series WUCs which do not have a specific TEC assigned.)

DZAA - Other. Includes all PME not assigned a WUC. Requests for assignment of a WUC should be forwarded to Commanding Officer, Naval Air Technical Services Facility.

d. G Series - Common Support Equipment and Aeronautical Expeditionary Airfield Equipment. Equipment in this code series is identified by subcategory, group, and individual T/M/S designation. {A} Equipment assigned G series TECs must be repairable and able to perform their intended function independently. An example of code structuring in this series is as follows:

GACB -	Sun Model NC-10 Diesel-Driven Mobile Electric Power Plant
G -	Equipment Category (common support equipment)
GA -	Equipment Subcategory (electric generator units)
GAC -	Equipment Group (diesel engine driven electric generator units)
GACB -	Sun Model NC-10

The general equipment group is indicated by a code ending in A, for example, GACA = Diesel Engine Driven Electric Generator Units. This code may be used when (1) the specific equipment T/M/S designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different T/M/S equipment in the same general group, documented as a single maintenance action. However, codes ending in A should not be used where a more specific code can be applied.

e. H Series - Missile and Target Peculiar Support Equipment (PSE). Equipment in this code series is identified by missile or target application, subcategory, and individual equipment type/model.

{A} Equipment assigned H series TECs must be repairable and able to perform their intended function independently. An example of code structuring in this series is as follows:

HFDC - AIM-9 Target Test Set. MK-401

H - Equipment Category (missile or target PSE)

HF - Missile or Target Application (AIM-9 Target)

HFD - Equipment Subcategory (Test Sets)

HFDC - Equipment Model/Type (MK-401)

The general equipment subcategory is indicated by a code ending in A, for example, HFDA = AIM-9 Target Test Sets. This code may be used when (1) the specific equipment T/M/S designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different T/M/S of equipment in the same general subcategory, documented as a single maintenance action. However, codes ending in A should not be used when a more specific code can be applied.

f. J Series - Jet Engines. Jet engines are identified in this code series by model, series, and aircraft application. An example of code structuring in this series is as follows:

JRUC - J79-GE-10B engine, used in model F-4S aircraft

J - Equipment Category (jet engines)

JR - Engine Model (J79)

JRU - Engine Model/Series (J79-GE-10B)

JRUC - Aircraft Application (F-4S aircraft)

The general engine model/series group is indicated by a code ending in X, for example, JRUX = J79-GE-10B engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of J79-GE-10B engine being built up for installation on either a F-4J or F-4S aircraft), or when a code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code may be applied.

g. K Series - BIS (Board of Inspection and Survey) Aircraft. Aircraft codes in this series identify BIS aircraft (that is, those with the letter J prefix in the model designation). The TEC for these aircraft is constructed by using the basic aircraft TEC with the letter K substituted for A in the first position. An example of code structuring in this series is as follows:

KADB - JRA-5C Aircraft

K - Equipment Category (BIS aircraft)

KA - Aircraft Type (A-Attack)

KAD - Aircraft Type/Model (A-5)

KADB - Aircraft Type/Model/Series (JRA-5C)

h. M Series - Missile, Probes, Rockets, airborne mine countermeasure equipment, and Targets. Equipment in this code series is identified by subcategory, design and type number, and series number. An example of code structuring in this series is as follows:

MBAG - AGM-12C2 Bullpup Missile

M - Equipment Category (missiles, probes, rockets, targets)

MB - Equipment Subcategory (airlaunched surface attack missiles)

MBA - Design and Type Number (AGM-12)

MBAG - Series Number (AGM-12C2)

The general design and type is indicated by a code ending in 9 (for example, MBA9 = ACM-12). This code may be used when (1) specific series designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different series-designated equipment of the same design and type, and documented as a single maintenance action. However, codes ending in 9 should not be used when a more specific code can be applied.

i. N Series - Project Development Aircraft. Aircraft codes in this series identify project development aircraft (that is, those with the letter N prefix in the model designation). The TEC for these aircraft is constructed by using the basic aircraft TEC, with the letter N substituted for A in the first position. An example of code structuring in this series is as follows:

NACC - NA-4C Aircraft

N - Equipment Category (project development aircraft)

NA - Aircraft Type (A-Attack)

NAC - Aircraft Type/Model A-4)

NACC - Aircraft Type/Model/Series (NA-4C)

j. P Series - Auxiliary Power Unit (APU) and Support Equipment Gas Turbine Engines (SEGTE). Engines in this category are identified by model, series and aircraft and equipment application. An example of code structuring is as follows:

PAAB - GTC-95-2 Engine used on model P-3A Aircraft

P - Engine Category (APU or SEGTE)

PA - Engine Model (GTC-95)

PAA - Engine Model/Series (GTC-95-2)

PAAB - Engine Application (P-3A)

The general model/series group is indicated by a code ending in X (for example, PAAX = GTC-95-2 Engine Aircraft and Equipment application not specified). This code may be used when the specific aircraft or equipment is not known (as in the case of a GTC-95-2 engine being built up for installation on either a P-3A or P-3C aircraft), or when a code is not assigned to the specific aircraft or equipment application involved. Codes ending in X should not be used on turn-in documentation when a more specific code may be applied.

k. R Series - Reciprocating Aircraft Engines. Reciprocating engines are identified in this code series by model, series, and aircraft application. An example of code structuring is as follows:

REDB - R1820-80 Engine, used in model LC-117D aircraft

R - Equipment Category (reciprocating engines)

RE - Engine Model (R1820)

RED - Engine Model/Series (R1820-80)

REDB - Engine Application (LC-117D aircraft)

The general engine model/series group is indicated by a code ending in X, for example, REDX = R1820-80 engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of an R1820-80 engine being built up for installation in either an LC-117D or TC-117D aircraft), or when a unique code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code can be applied.

l. S Series - Aircraft PSE. Equipment in this category is identified by aircraft application, subcategory, and individual model and type number. {A} Equipment assigned S series TECs must be repairable and able to perform their intended function independently. An example of code structuring is as follows:

SCBH - A-6 Aircraft Computer Test Console, OA-3734/ASM-77

S - Equipment Category (aircraft PSE)

SC - Aircraft Application (A-6)

SCB - Equipment Subcategory (SACE equipment)

SCBH - Equipment Model and Type (OA-3734/ ASM-77 computer test console)

The general equipment application and subcategory is indicated by a code ending in A, for example, SCBA = A-6 aircraft SACE equipment. This code may be used when the specific equipment type or model designation is not known, or when a unique TEC is not assigned to the specific equipment involved. However, codes ending in A should not be used when a more specific code can be applied.

m. T Series - Turboprop and Turbofan Module Engines. Turboprop, turbofan, and module engines are identified in this code series by model, series, and aircraft application. An example of code structuring is as follows:

THBF - T56-A-7 Engine, used in model KC-130F Aircraft

T - Equipment Category (turboprop/turbofan engines)

TH - Engine Model (T56)

THB - Engine Model/Series (T56-A-7)

THBF - Engine Application (KC-130F aircraft)

The general engine model/series group/engine module is indicated by a code ending in X, for example, THBX = T56-A-7 engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of a T56-A-7 engine being built up for installation in either a KC-130F or C-130F aircraft), or when a unique code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code can be applied. For modules, the engine application series (fourth position), will be X, for example, F404-GE-400, (fan, HPC, HPT, etc.) module would be TXAX, T56-A-7 (GB, PS, etc.) module would be THBX.

n. V Series - Trainers and Training Devices. Equipment is identified in this code series by application and equipment model/type number. An example of code structuring is as follows:

VACB - A-4 Aircraft Weapon System Trainer, type 2F62

V - Equipment Category (trainers/training devices)

VA - Broad Application (attack aircraft peculiar)

VAC - Specific Application (A-4 aircraft peculiar)

VACB - Equipment Model/Type (type 2F62 weapon system trainer)

The general equipment application is identified by a code ending in 9, for example, VAC9 = A-4 aircraft peculiar trainers/training devices. This code may be used when the specific equipment model/type number is not known, or when a unique code is not assigned to the specific equipment involved. However, codes ending in 9 should not be used when a more specific code can be applied.

o. X Series - Not a Department of the Navy (DON)/Foreign Aircraft. Aircraft in this series identify nonDON/foreign aircraft. These codes were previously assigned with S as the first character of the TEC by the Naval Safety Center. The S is replaced with X by NAVMASSO whose responsibility includes the assignment of all TECs. All X series TECs listed in NAMSO 4790.A7210-01 (NOTAL) will be used by personnel/activities involved in the Personnel Exchange Program, or aviators not assigned to a DON activity when submitting Naval Aircraft Flight Records through the AV3M system. These codes will not be used in the documentation of Visual Information Display System/Maintenance Action Forms (VIDS/MAFs) or Support Action Forms (SAFs).

p. Y Series - Aeronautical equipment not identified to a specific TEC in this series are assigned only through the second position, to indicate subcategories of equipment which cannot be identified to a specific TEC. These codes are used to document off-equipment work on material which may have application to more than one type equipment. Examples are electronic equipment from supply stock, parachute repacking, etc. The third and fourth positions of these codes may be further assigned locally if desired, for example, YPAB, YPAC, YPBA. In the event this breakdown is desired, its use will be controlled by the local MO and issued/coordinated by QA/A. Basic codes assigned are as follows:

NOTE

YLAA and YWAA can be used for documentation purposes (VIDS/MAF and SAF) of both on-equipment and off-equipment work.

YAAA - Aircraft Equipment

YBAA - Airborne Aeronautical Equipment used in test bench installations

YCAA - Avionics and Weapons Equipment

YDAA - Aeronautical Equipment - used in Antisubmarine Combat Activity Center and Antisubmarine Warfare Operations Center support systems

YEAA - Engines

YGAA - Support Equipment

YLAA - Logistics Support Equipment - This equipment is usually designated by Mk/Mod number.

YPAA - Aviator's Personal Equipment

YWAA - Weapons Support Equipment. This equipment is usually designated by Mk and Mod number.

YZAA - Other Equipment

q. Z Series - Nonaeronautical Equipment. The unstructured code ZAAA is assigned for documenting all nonaeronautical work, such as the construction of signs and status boards. The third and fourth positions of this code may be further assigned locally if desired, for example, ZAAB, ZAAC, ZABA, ZACA. In the event this breakdown is desired, its use will be controlled by the local MO and issued and coordinated by QA/A. Code ZBAA is assigned for air and surface repairable components which are removed from a ship or surface craft and scheduled for repair at a designated intermediate maintenance activity.

4. Request for Addition or Deletion of Codes. NAVMASSO is responsible for the assignment and control of TECs. Requests should be addressed to NAVMASSO (Code 412), 1441 Crossways Blvd., Chesapeake, VA 23220-8915, via the aircraft controlling custodian/type commander through the cognizant chain of command (NAVMASSO cannot assign codes without proper endorsements), using the format shown. [A] Except for engines, requests for TECs should be limited to repairable equipment able to perform their intended function independently. If requests concern support equipment or PME, they will be forwarded via Naval Air Engineering Center, in addition to the normal chain of command. If requests concern simulators or training devices, they will be forwarded via Naval Training Systems Center in addition to the normal chain of command.

From: (Requesting Activity)
To: Commanding Officer, Navy Management Systems Support Office (Code 412)
Via: (Appropriate Type Commander)

Subj: AVIATION 3M TYPE EQUIPMENT CODE CHANGE REQUEST

1. The following Type Equipment Code addition or deletion is requested. (Provide information as listed in the 3M Aviation Type Equipment Code Listing NAMSO 4790.A7210-01 (NOTAL) report. Part Number, Federal Supply Code for Manufacturers and A/N Nomenclature or Type, Designator, and Model must be provided for assignment of any G, H, or S series TEC.)

2. (This paragraph should contain a justification for the request and any amplifying information considered necessary.)

(Requester signature)

Copy to:
NAVSEALOGCEN (8611)
NAVAIRTECHSERVFAC (33)
CNO (OP-515)
NAVMASSO DETPAC (OI)

NOTE

Upon assignment, NAVMASSO will inform: CNO (OP-515), NAVSEALOGCEN (8611), NAVAIRTECHSERVFAC (33), NAVAIRENGCEN (92423), NAVAIRSYSCOM (AIR-417), WPNSTA Concord, CA (3731), NAVWPNENGSUPPACT (ESA-1134), FLTAC Corona, CA (8251), and NAVSAFECEN (52F).

APPENDIX R

When Discovered Codes

1. When Discovered Code Explanation for Aircraft and Engines

A. Before Flight - Abort - Aircrew. This code is used when need for maintenance is discovered by an aircrew before flight and it is necessary to abort the mission.

B. Before Flight - No Abort - Aircrew. This code is used when a need for maintenance is discovered by an aircrew before flight and it is not necessary to abort the mission.

C. In-Flight - Abort. This code is used when a need for maintenance is discovered in-flight and it becomes necessary to abort the mission.

D. In-Flight - No Abort. This code is used when a need for maintenance is discovered in flight and it is not necessary to abort the mission.

E. After Flight/Between Flight - Aircrew. This code is used when a need for maintenance is discovered after completion of a flight or between two flights. (Examples: (1) A pilot alighting from an aircraft after completing a photo mission notices an access panel missing from the tail section. (2) During a passenger stop a pilot notices a sudden drop in fuel pressure.)

F. Pilot/Naval Flight Officer (NFO) Weekly Inspection. This code is used when a need for maintenance is discovered during a pilot/NFO weekly aircraft inspection.

G. Acceptance/Transfer Inspection. This code is used when a need for maintenance is discovered during an acceptance/transfer inspection, regardless of the depth of the inspection.

H. Between Flights - Ground Crew. This code is used when a need for maintenance is discovered between flights by personnel other than the aircrew. (Example: A taxi director notices an oil leak from an engine while directing a pilot into the chocks.)

J. Daily Inspection. This code is used when a need for maintenance is discovered during a daily inspection which is performed independently of any other inspection. This code does not apply when the daily inspection is combined with a pre-flight or special inspection. (See codes K and L below.)

K. Preflight, Daily/Preflight, Postflight, or Turnaround Inspection. This code is used when a need for maintenance is discovered during a preflight, combined daily/preflight, postflight, or turnaround inspection.

L. Special Inspection, Preservation/Depreservation. This code is used when a need for maintenance is discovered during a special inspection or preservation/depreservation.

M. Calendar Odd/Major/Phase Inspection. This code is used when a need for maintenance is discovered during a calendar odd or phase inspection for aircraft or during a major inspection for engines. This code will also apply to aircraft for which a single type of inspection is prescribed (as opposed to odd/even or intermediate/major) and to periodic maintenance inspections on support equipment.

N. Calendar Even Inspection. This code is used when a need for maintenance is discovered during a calendar even inspection.

O. Administrative. This code is used when an administrative action is required, for example, inspection documents, check/test/service, cannibalization, facilitate other maintenance.

P. Functional Checkflight. This code is used when the need for maintenance is discovered during a flight which was conducted for the purpose of testing for proper functioning of the airframe, power plant, accessories, and other items of equipment. The use of this code is limited to those items in the functional check flight checklist as requiring test during the flight.

Q. Conditional Inspection. This code is used when a need for maintenance is discovered during an inspection which does not have a prescribed interval and depends upon occurrence of certain circumstances or conditions.

R. Quality Assurance (QA) Inspection. This code is used when a need for maintenance is discovered during any receiving, screening, inprocess or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of quality assurance representative (QAR), collateral duty quality assurance representative (CDQAR), or collateral duty inspector (CDI).

S. Oil Analysis Recommendation. This code is used when a need for maintenance is discovered as a result of a recommendation from the Navy Oil Analysis Program (NOAP).

U. Modification/Standard Depot Level Maintenance/Overhaul/Airline Maintenance. This code is used when a need for maintenance is discovered during depot level maintenance.

V. Related Maintenance Action. This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance. This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

X. Test Bench/Engine Test Stand Operation. This code is used when a need for maintenance is discovered on aeronautical components installed in test benches, ready room, line shacks, etc., or when a need for maintenance is discovered during engine test stand operation.

Y. Receipt or Withdrawal from Supply. This code is used when parts/components/assemblies, etc., are received or withdrawn from supply and found to be discrepant upon installation.

NOTE

The use of when discovered codes is for the most part self-explanatory. In case of doubt, however, use the code which most logically identifies when the need for maintenance was discovered, that is, P would take precedence over C, and K would take precedence over M.

2. Code Explanation for Support Equipment, Precision Measuring Equipment, and Aeronautical Expeditionary Airfield Equipment

C. Equipment Operation - Caused Equipment Downtime. This code is used when a need for maintenance is discovered during equipment operation and equipment down time results.

D. Equipment Operation - Did Not Cause Equipment Downtime. This code is used when a need for maintenance is discovered during equipment operation and no equipment downtime results.

F. Unscheduled Maintenance/Preservation/Depreservation. This code is used when a need for maintenance is discovered during unscheduled maintenance or preservation/depreservation.

G. Acceptance/Transfer Inspection. This code is used when a need for maintenance is discovered during an acceptance/transfer inspection.

J. Local Inspection/Shift Verification. This code is used when a need for maintenance is discovered during either an inspection required by local command or a verification check on SE between shifts.

M. Scheduled Inspection. This code is used when a need for maintenance is discovered during any scheduled inspection using maintenance requirements cards.

O. Administrative. This code is used when an administrative action is required. Examples are: inspections (control/look phase documents only), items removed and replaced for check/test/service, cannibalization, or removal and reinstallation to facilitate other maintenance.

P. Operational System Check. This code is used when a need for maintenance is discovered during a systems test conducted to discover defects and maladjustments.

Q. Conditional Inspection/Aircraft Intermediate Maintenance Department (AIMD) Calibration. This code is used when a need for maintenance is discovered during an inspection/calibration which does not have a prescribed interval and depends upon occurrence of certain circumstances or conditions.

R. Quality Assurance Inspection. This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation. This code is used when a need for maintenance is discovered as a result of a recommendation from the NOAP.

T. Scheduled Calibration at AIMD. This code applies to PME only and is used by the AIMD when a need for maintenance is discovered during scheduled calibration.

U. D-Level Maintenance/Calibration. This code is used when a need for maintenance is discovered during a D-level maintenance or calibration.

V. Related Maintenance Actions. This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance. This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

Y. Upon Receipt or Withdrawal from Supply. This code is used when parts/components/assemblies, etc., are received or withdrawn from supply and found to be discrepant upon installation.

3. Code Explanation for Missiles, Missile Targets, and Target Engines

A. Before Flight - Abort - Launch Crew. This code is used when a need for maintenance is discovered by a launch crew before flight which makes it necessary to abort the mission.

B. Before Flight - No Abort - Launch Crew. This code is used when a need for maintenance is discovered by a launch crew before flight and it is not necessary to abort the mission.

C. In-Flight - Abort. This code is used when a malfunction occurs while target is in flight and it becomes necessary to abort the mission.

D. In-Flight - No Abort. This code is used when a need for maintenance occurs while target is in flight and it is not necessary to abort the mission.

G. Acceptance Inspection. This code is used when a need for maintenance is discovered during a initial buildup inspection and test.

H. Between Flights - Ground Crew. This code is used when a need for maintenance is discovered by ground crew personnel other than the launch crew. (Example: A maintenance crew member notices an oil leak from an engine while the target is in the hangar between operations.)

J. Daily Inspection. This code is used when a need for maintenance is discovered during a daily inspection which is performed independently of any other inspection.

K. Prelaunch Inspection. This code is used when a need for maintenance is discovered during a prelaunch inspection.

L. Special Inspection, Preservation/Depreservation. This code is used when a need for maintenance is discovered during a special inspection or preservation/depreservation.

M. Post-Launch Rehabilitation Inspection. This code is used when a need for maintenance is discovered during rehabilitation inspection of a target, after recovery.

O. Administrative. This code is used when an administrative action is required, for example, inspection documents, check/test/service, cannibalization, facilitate other maintenance.

P. Test and Evaluation Flight. This code is used for all needs for maintenance discovered during a flight which was conducted for the sole purpose of testing a target, target engine, accessories, or installed equipment.

Q. Conditional Inspection. This code is used when a need for maintenance is discovered during an inspection which does not have a prescribed interval and depends upon the occurrence of certain circumstances or conditions, for example, retest console, combined systems check, hot start, handling damage, etc.

R. Quality Assurance Inspection. This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation. This code is used when a need for maintenance is discovered as a result of a recommendation from the Navy Oil Analysis Program (NOAP).

V. Related Maintenance Action. This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance. This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

X. Upon Receipt or Withdrawal from Supply. This code is used when parts/components/assemblies, etc., are received or withdrawn from supply and are found to be discrepant upon installation.

APPENDIX S

Utilization Purpose Codes

1. Description. Utilization Purpose Codes (UPCs) are three-character codes used in block 15 of the Training Device Utilization Form to indicate the type training received (or lost) or the reason why the trainer could not be used.

2. Application. Each trainer period in a training syllabus will be assigned a specific UPC. The local activity will select the UPC from a coded exercise list. When reporting use of a trainer which does not have a syllabus/exercise list (or for which a UPC has not been assigned), a UPC shall be formed using this section. If the period is "freeplay", conducted without a formal syllabus, the reporting activity will construct a UPC with a third character of "Y" or "Z", to indicate freeplay.

3. Exceptions. General and special purpose codes listed in paragraphs 4d and 4e will be used to show exceptions to normal syllabus training; that is, no shows, cancellations, operator, instructor, or maintenance personnel training, or scheduled training lost to maintenance or supply problems.

4. UPC Definitions. The following defines UPC composition.

a. First Character. A numeric first character indicates who received training. An alphabetic first character indicates a special purpose category normally relating to lost training or availability. Numeric codes used as the first character are as follows:

2 One student (or a group of students not acting as a team) received training in a command position (pilot training).

3 One student (or a group of students not acting as a team) received training in a noncommand position, for example, B/N, RIO, NFO, TACCO.

4 A group of students received command type team training, for example, flight teams, pilots, and flight engineers.

5 A group of students received noncommand type team training, for example, tactics team training.

6 An integrated team received training, for example, combined flight and tactics team training.

7 Physiological training was accomplished.

b. Second character. Used to indicate the type training conducted and briefly describe the subject matter. In cases where two or more terms apply to different phases of an exercise, the term which best describes the exercise or the largest block of time utilized will be used. Once a UPC has been assigned it does not change unless the exercise is changed. Second character codes are as follows:

A FAMILIARIZATION - Flight procedures.

B FAMILIARIZATION - Communications/navigation procedures.

C FAMILIARIZATION - Emergency procedures.

D FAMILIARIZATION - Intercept/weapon system procedures.

E FAMILIARIZATION - ECM procedures.

F FAMILIARIZATION - ASW sensor procedures.

G FAMILIARIZATION - Other procedures.

H FAMILIARIZATION - Mission training tactics.

J PRACTICE - Flight procedures.

K PRACTICE - Communications/navigation procedures.

L PRACTICE - Emergency procedures.

M PRACTICE - Intercept/weapon system procedures.

N	PRACTICE - ECM procedures.
P	PRACTICE - ASW sensor procedures.
Q	PRACTICE - Other procedures.
R	PRACTICE - Mission training-tactics.
S	CERTIFICATION - Flight procedures.
T	CERTIFICATION - COM/NAV procedures.
U	CERTIFICATION - Emergency procedures.
V	CERTIFICATION - Intercept/weapon system procedures.
W	CERTIFICATION - ECM procedures.
X	CERTIFICATION - ASW sensor procedures.
Y	CERTIFICATION - Other procedures.
Z	CERTIFICATION - Mission training-tactics.

NOTE

Definitions of FAMILIARIZATION, PRACTICE, and CERTIFICATION follow:

FAMILIARIZATION - An instructor demonstrates, shows, and explains with the student(s) observing a step-by-step procedure.

PRACTICE - The student(s) performs a procedure to develop skill in terms of increased speed, accuracy, or the ability to solve variations in the problem.

CERTIFICATION - The student(s) performs a procedure or test, or participates in an exercise which is formally evaluated against a standard defining acceptable performance. Failure to successfully pass such a test or procedure precludes using UPC Codes "S" through "Z" and trainer time should then be documented as codes "A" through "R", as applicable.

c. Third character. Used to identify a specific exercise of a training syllabus. The letters "A" through "W" (less "I" and "O") and the numbers 1 through 8, if needed, are assigned in sequence to each section of a training syllabus. Exception third character codes are outlined below:

Y	Scheduled Freeplay. Indicates that an exercise was freeplay, was conducted without a formal syllabus and was scheduled on the monthly, weekly, or daily schedule.
Z	Unscheduled (Drop-in). Same as "Y" except it was not scheduled and may be syllabus training.
9	Plane Captain Training.

d. General UPCs. General UPCs and their functions are listed below:

1EC	Equipment Checkout. Identifies device utilization for stimulation/checkout of other equipment.
1NC	Not Otherwise Coded. Used when no other code applies.
1UE	User evaluation.
1AR	(1) Quality assurance and reliability inspections or tests (2) maintenance evaluations (3) modification evaluations.
1PT	Device operator training (command position).
1BT	Device operator training (noncommand position).
1MT	Maintenance training (assigned device maintenance personnel).
1DM	Demo/maintenance training (other than device maintenance personnel).
1NE	Evaluation of trainer against NATOPS.
1RE	Research.

e. Special Purpose UPCs. Special purpose UPCs are as follows:

X11	No show.
X12	Cancellation.
X13	Scheduled training lost due to maintenance of the trainer.
X14	Scheduled training lost due to equipment external to the trainer not ready/not available.
X15	Scheduled training lost due to lack of qualified instructor/operator personnel (includes instructor shortages, no shows, and cancellations).
X17	Scheduled training lost due to miscellaneous reasons, that is, modification or not otherwise coded.
X18	Scheduled training lost due to supply.
X19	Scheduled training lost due to trainer setup time.
X20	Scheduled training lost following unscheduled maintenance (optional). Used to account for scheduled time lost as a result of a training device returning to an up status but in which there is insufficient time remaining to conduct meaningful training during a previously scheduled period. The code X20 will only be used in conjunction with other maintenance X codes, the sum of which will equal the scheduled training session lost.
Y16	Trainer staffed, operationally ready and available for training. This code is used to document the time not otherwise accounted for under utilization reporting during the normal work day. (This code is optional. It provides data required to compute operational availability.)

{R} APPENDIX T

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